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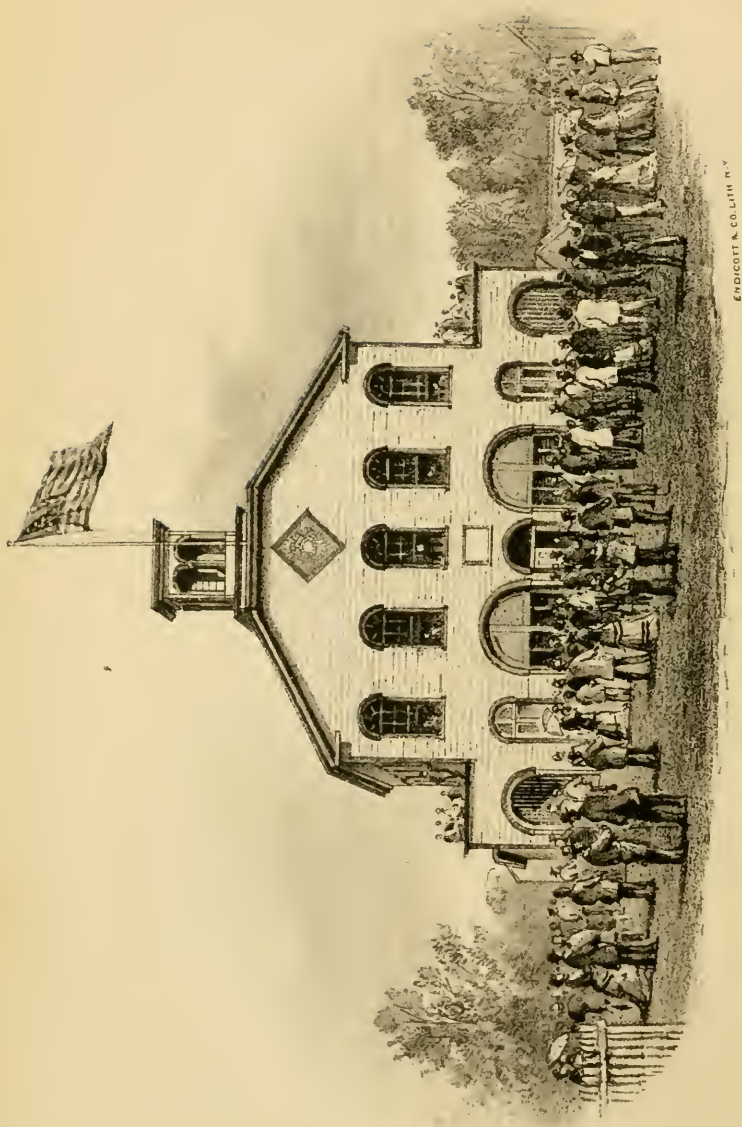
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CITY HALL, KEY WEST.

Dedicated July 4<sup>th</sup> 1876.

A

SKETCH OF THE HISTORY

OF

KEY WEST, FLORIDA,

BY

WALTER C. MALONEY.

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AN ADDRESS

DELIVERED AT THE DEDICATION OF THE NEW CITY HALL,

JULY 4, 1876,

AT THE REQUEST OF THE COMMON COUNCIL OF THE CITY.



NEWARK, N. J.:

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# A D D R E S S .

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*Mr. Mayor and Gentlemen of the City Council :*

It is scarcely more than two weeks since I had the honor of being informed that, it was the pleasure of your Honorable body to have me deliver the address on this occasion ; in compliance with the Proclamation of the President of the United States, issued in pursuance of a Resolution of Congress recommending that, the commemorative exercises of the day should be of a historical character.

The shortness of the time, advanced age, impaired eyesight, to an extent which has seriously interfered for more than two years with my professional business, and more than all else, an unfeigned distrust of my ability to interest or instruct an audience, whose critical acumen and literary taste might lead them to expect much more than it is in my power to submit, might well lead me to hesitate about assuming the task. Indeed, gentlemen, I see before me now scores of citizens better qualified for the task, the advantage on my side lying only in a longer residence in your city than many others. But the invitation was in my view a work of distinction which no citizen, thus highly honored, could with propriety treat with indifference or neglect, and therefore I appear before you, prepared to discharge the duty assigned to me to the best of my ability.

"Passant quia passe videntur."

Happily my labors have been lessened by finding prepared to my hand much of the early history of your city, from the

pen of Mr. William A. Whitehead, with whose name, at least, all are familiar, as the gentlemen who surveyed and mapped out the city in the days of its earliest settlement, and who subsequently bore a conspicuous part in its affairs for many years. To the kindness of several other gentlemen of the city am I also indebted for favors in the preparation of this paper, which I here gratefully acknowledge.

*Ladies and Gentlemen:*

Doubtless material enough exists which, by diligent search and industrious application, might suffice to fill a book in making a history of your city, but the labor of as many months will scarcely be expected in a work occupying only fifteen days in its preparation. I will not weary your patience, nor unprofitably consume your time by narrating the earlier history of Florida in the times of Ponce de Leon or De Soto. The object of the present address is to give a succinct and truthful sketch of the history of the "City of Key West," and, inasmuch as Key West is the County seat of Monroe County, some attention will also be given to the history of the County. In short, I propose to give such statistical data as will no longer leave it doubtful that there is a certain portion of the State known as, or at least called "South Florida," of which Key West, the largest City in the State, is the commercial emporium.

"It is probable," says Mr. Whitehead, "that, from the time of the first visit of Ponce de Leon until the cession of the Floridas to the United States, the Islands (or Keys as they are termed, a corruption of the Spanish word 'Cayo') which extended in a South Westerly direction from Cape Florida, were only resorted to by the aborigines of the country, the piratical crews with which the neighboring seas were infested, and the fishermen (many of them from St. Augustine) who were engaged in supplying the market of Havana from the 'finny tribes' that abounded in their vicinity. Of the occasional presence of

“ the first, we have evidence in the marks of ancient fortifica-  
 “ tions, or mounds of stone, found in various localities (in one  
 “ of which, opened some years since, human bones of a large  
 “ size were discovered) and tradition has in addition, brought  
 “ down to us notices of them which deserve all the credit  
 “ conferred upon the same authority in other parts of the  
 “ country. The oldest settler in this section of the country,  
 “ one whose residence in the neighborhood of Charlotte  
 “ Harbor, dated back to about 1785, used to say that, in his  
 “ early years he had heard it stated that some eighty or ninety  
 “ years previous, (probably about the commencement of the  
 “ eighteenth century) the Indians inhabiting the Islands  
 “ along the coast, and those on the main land, were of diff-  
 “ erent tribes, and as the Islanders frequently visited the  
 “ main for the purpose of hunting, a feud arose between the  
 “ two tribes, and those from the main having made an irrup-  
 “ tion into the Islands, their inhabitants were driven from  
 “ island to island until they reached Key West. Here, as  
 “ they could flee no farther, they were compelled to risk a  
 “ final battle, which resulted in the almost entire extermina-  
 “ tion of the islanders. Only a few escaped, (and that by a  
 “ miracle, as they embarked in canoes upon the ocean) whose  
 “ descendants, it is said, were known to have been met with  
 “ in the Island of Cuba.

“ This sanguinary battle strewed this island with bones, as  
 “ it is probable the conquerors tarried not to commit the  
 “ bodies of the dead to the ground, hence the name of  
 “ the Island *Cayo Hueso* (in Spanish ‘Bone Island’) which  
 “ the English, with the same facility which enabled them to  
 “ transform the name of the wine *Xeres seco* into ‘Sherry  
 “ sack,’ corrupted into “Key West.”

“ That the harbor of Key West was the occasional resort  
 “ of pirates, has been proven by the evidence of many who  
 “ were connected with them in their lawless depredations,  
 “ and by the discovery of hidden articles, that could only  
 “ have been secreted by them.”

We are not left to conjecture that this island was known, and resorted to by the Fishermen supplying the market of Havana, years previous to the change of flags from Spain to the United States. One of our most worthy citizens, who I hope is within the sound of my voice on this Centennial Jubilee, Captain John H. Geiger, a native of St. Augustine, was a frequent visitor to the waters of our harbor, before that interesting period in the history of our country.

"On the 26 August, 1815," continues Mr. Whitehead, "for some military services rendered to the Government by Juan P. Salas, Don Juan de Estrado, then Governor of Florida, granted to him the Island of Key West, but nothing was done by Salas in the way of settlement or improvement, and the Island bore the same wild aspect it had worn for ages, when, on the 20th of December, 1821, Salas sold his right, title and interest to John W. Simonton, then of Mobile, who met with Salas in Havana. Having heard of the advantageous situation and capacity of the harbor, etc., Mr. Simonton was induced, from the certain prospect of improvement throughout the country, by the cession to the United States, which his mercantile experience led him to foresee must advance the interests of a settlement at this point, he consummated the purchase of the Island for the sum of Two thousand dollars, and, on the 19th of January, 1822, he took possession.<sup>1</sup>

"Soon after making the purchase of the Island, Mr. Simonton sold one undivided quarter of his interest to John Warner and John Mountain,<sup>2</sup> and two other quarters to John Whitehead and John W. C. Fleeming,<sup>3</sup> also of Mobile at that time. The interest of Messrs. Warner and Mountain was soon after transferred to Pardon C. Greene,

<sup>1</sup> See Appendix, Note A.

<sup>2</sup> Personal friends of Mr. Simonton. The first was United States Consul, and the other Commercial Agent of the United States at Havana.

<sup>3</sup> See Appendix, Note B.

“ who became a permanent resident of the Island from that time.”<sup>1</sup>

Mr. Whitehead notices the remarkable connection of the name “ John ” with all those who figure prominently at that time in the acquisition and settlement of the island, —thus—“ *John* de Estrada, the Spanish Governor of Florida, “ granted the island to *John* P. Salas, who made a conditional sale to *John* B. Strong, who conveyed his title, such as it was, to *John* W. Simonton. *John* W. Simonton having secured the title of *John* P. Salas, disposed of a portion of it to *John* Whitehead and *John* W. C. Fleeming, *John* Warner and *John* Mountain, and *John* B. Strong transferred his claim such as it was to *John* Geddes, who having the countenance of the commander of a United States Vessel in the harbor, effected a landing and took possession in April, 1822.” A suit at law was thereupon commenced, and *John* W. Simonton engaged as his counsel, *John* Rodman, and *John* Gadsden.” This suit it will not be improper to remark here, was finally terminated by a compromise.

The Commissioners appointed under the Treaty of Cession with Spain, having reported favorably upon the validity of the grant to Salas, the same was confirmed by Congress thus

<sup>1</sup> See Appendix, Note C.

<sup>2</sup> One of the legal documents connected with this claim, states, that the consideration given for the island by Strong, in the first instance, “ was a small sloop of about thirty-one tons burden, “ called the *Leopard of Glastenbury*,” for which he had paid \$575. Strong’s title proving imperfect, Salas, in order to obtain the restoration of the island, conveyed to him five hundred acres of a track at the “ Big Spring, East Florida.”

A Doctor Montgomery and George M. Geddes were in charge of the party sent by John Geddes to take possession in his name. The party consisted of two carpenters and three negroes, with provisions and lumber to build a shed. The Proprietors on the island were disposed to resist their proceedings, but a Captain Hamersley, of the U. S. Schooner *Revenge*, having taken them under his protection, they had to be satisfied with simply protesting. How long the party remained on the island is not known.



settling perfectly and forever, all title to lands on the island of Key West derived legally through John P. Salas, and John W. Simonton.

It is remarkable that the successors of these numerous *Johns*, upon seeking the name of a titular saint for ecclesiastical purposes selected that of *Paul*. It may have been owing to the fact that, St. Paul was more identified with islands and the sea than was St. John.

A Territorial government having been established for Florida in March, 1819, several persons from St. Augustine, the Bahama Islands, South Carolina and other States of the Union, repaired to this Island shortly after it was taken possession of, and were hospitably received by the proprietors. Building lots were given to some of them within that part of the island intended to be laid out for a city. Among the first settlers were Joseph C. Whalton and family; Michael Mabrity and family, William W. Rigby and family. Antonio Giraldo and family, Mr. Richard Fitzpatrick, and others.

On the 7th of February, 1822, Lieut. M. C. Perry, Commander of the U. S. Schooner *Shark*, received orders to visit and examine the island and harbor and to take possession as part of the territory ceded by Spain; and on the 25th of March following, the interesting ceremony was witnessed by the few residents, of raising a staff and displaying therefrom the flag of the United States, while at the same time their sovereignty over this and the neighboring islands was formally proclaimed. Captain Perry named the island "Thompson's Island," and the harbor "Port Rodgers;" the first in honor of the then Secretary of the Navy, and the other after Commodore Rodgers, the President of the Navy Board. These cognomens according to the report of Commander Perry, seem to have originated with him, and were in accordance with the wishes of the Proprietors of the island, three of whom were present,<sup>1</sup> but they have long ceased to be

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<sup>1</sup> Warner, Fleeming and Whitehead.

used.<sup>1</sup> During the summer some officers and men were left on the island, dwelling in tents.

In February, 1822, Captain L. T. Patterson and Lieut. Tuttle, of the U. S. Navy, arrived with orders from the government to survey the coast and harbor, and they were soon followed by various government vessels bringing stores and materials, and by the end of the year the island was a regularly constituted Naval Depôt and station, under the command of Commodore Porter.<sup>2</sup>

#### GOVERNMENT IMPROVEMENTS.

The government of the United States since the early period thus briefly reviewed, has made, by fits and starts, some progress in the military defences of the island; and, it is to be regretted, oftener from the importunities of our congressmen on mere party exigencies, than from any statesmanlike views of the absolute necessity of such works in times of national emergencies.

In 1824, a company of United States Marines was stationed here, and barracks erected for them, fronting upon the harbor between Duval and Whitehead streets. These buildings stood in a dilapidated condition until about 1831, when they were sold and removed.

In February 1831, Major James M. Glassel arrived in command of a detachment of two companies of Infantry, leading to the purchase of about ten acres of land in the north eastern section of the city, and the erection of buildings for the accommodation of the troops. In 1844 these structures were removed, and the present spacious and ornamental buildings erected. They are, however, abandoned at this time to the care of a citizen watchman, on the plea of appre-

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<sup>1</sup> Commodore Porter, subsequently, seemed disposed to distinguish the settlement still further by dating his letters at "Allenton," but the title was even shorter lived than the others.

<sup>2</sup> See Appendix, Note D.

hended sickness, where no sickness exists to which the oldest inhabitants are not liable.

— In 1845, Fort Taylor was commenced, and so much of the work as had been accomplished up to October, 1846, was, by the disastrous hurricane of that year, washed away, together with the light house on Whitehead's point. Another light house was constructed a few years after, and stands on the extended line of Whitehead street, a short distance south of the line of the city.

The work on Fort Taylor, although interrupted, was not suspended, and was so far completed as to be available for garrison purposes from 1861 to 1865. At present it is unoccupied, and is under the care of the Engineer Department.

In 1856, a United States Depot or store house was commenced, at the corner of Whitehead and Front streets, contiguous to the Custom House. In April, 1857, when the walls were ready to receive the roof, for want of an appropriation by Congress, work on this building was suspended, and so remained for several years, and at the outbreak of the civil war was in this unfinished condition. Whether by design or apathy, this strategic point in the defences of the nation was unprovided with a single ton of coal for the use of the navy, and the steamship "Atlantic," after conveying troops for the relief of Fort Pickens, having touched at this port for a supply, found none, and was compelled to sail to Havana therefor.

The incalculable advantages afforded by the experience of the war, in having and holding this harbor as a naval depot and rendezvous for the East Gulf Squadron, seems to have faded from the minds of those charged with the welfare of the nation. They have not heeded the wise suggestion of General Washington, "In time of peace prepare for war."

After the commencement of the civil war, and during its progress, a machine shop and foundry were erected because indispensable to the operations of the East Gulf Blockading Squadron in these waters; but these valuable works are now



occupied by land-crabs and other of the amphibious *genus piscine*.

Between the Custom House, and Fort Taylor, both admirably located for their respective uses, a Marine Hospital was constructed in 1845. This building, well adapted for its purposes, is nevertheless of comparatively small value to the seamen for whose benefit it is ostensibly maintained, as they are rigorously excluded by regulations, emanating from the Treasury Department, in the event of being afflicted with contagious or epidemic diseases contracted abroad. When it is borne in mind that Marine Hospitals are erected and maintained from a direct tax of forty cents per month from the earnings of seamen, the exclusion from their benefits, under such circumstances, is aggravated in its hardship by its manifest injustice. The fact that the Hospital here is in the immediate proximity of a thickly settled portion of your city, should not be suffered to be mentioned as an excuse for these exclusions. If this fact *necessitates* the exclusion, the present building need not be vacated or demolished. The government should erect another, more remote from the city, applicable to treatment of these excluded cases. To say, that it will increase expenditures or diminish the fund, neither removes the stigma from the government, nor refunds to the distressed seaman his proportion of this compulsory tax.

If I speak warmly on this subject, my excuse must be found in the fact that a portion of my early life was spent on the ocean, and though fortunately escaping the necessity of requiring treatment in any of these institutions, I necessarily feel the hardships imposed upon a class with whom I was once professionally associated.

Two Martello Towers and a sand Battery have been constructed on the Southern and Eastern beach of the island, and another Sand Battery on the Southeastern side between Fort Taylor and the Marine Hospital. The Towers were

commenced in 1861, and the Sand Batteries in 1873, and are as yet unfinished.

We look *to-day* with aching eyes for the National flag on Fortress or Cantonment. It is not to be seen, although the Flag-staffs are visible to the naked eye, and we fail to hear from either place the sound of booming cannon. Paymaster Mellach, United States Navy, has attempted to atone for the omission of the first, by a bounteous display of hunting over and around the Naval Depot, and our patriotic fellow townsman, Captain Dixon, whose collection of Marine and other curiosities attracts so much attention, regales us with the smell of gunpowder, and distracts our attention by the noise of his four pounder.

#### COURTS AND JUDICIARY.

In 1828, a Territorial or Federal Court was established by act of Congress, under the title of the "Supreme Court for the Southern Judicial District of the Territory of Florida;"<sup>1</sup> with Civil and Criminal Jurisdiction as well for offences against the laws of the Territory of Florida, as of the United States, and embracing admiralty and maritime jurisdiction, thus superceding the jurisdiction of local inferior magistrates, and special commissioners for the adjudication of questions of salvage, arising out of the frequent wrecks occurring in the vicinity. The establishment of this Court, the first term of which commenced on November 3d, 1828, led to the immigration hither of a large number of lawyers, but the business of the Court not proving very extensive, the stay of most of them was of limited duration.<sup>2</sup>

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<sup>1</sup>Approved, May 23d, 1828. The district included that part of "the Territory which lies north of a line from Indian River on the east, and Charlotte Harbor on the west, including the latter harbor." The northern line of the present district, runs due east from the northern part of Charlotte Harbor.

<sup>2</sup>Considerable amusement was excited at the time, by an announcement in the newly established "Register," of the arrival of a vessel from middle Florida, with "an assorted cargo and seven lawyers," as if they had been imported in bulk.

James Webb, of Georgia, had the honor of being commissioned as the first Judge of this Court in 1828 ; the appointment to the office being made by the President of the United States, subject to the confirmation of the Senate. He retired from the office in April, 1838,<sup>1</sup> and was succeeded by William Marvin in 1839, who occupied the bench of this court until Florida was admitted as a state into the Union in 1845, on the occurrence of which event, Isaac H. Bronson was commissioned as Judge for the whole state. Judge Marvin, however, was restored to the Bench in 1847, under a new commission as Judge of the District Court of the United States, for the *Southern* District of Florida, from which office he also retired in 1863. Judge Marvin is at present residing in the State of New York, and occasionally engages in the practice of his profession ; chiefly in matters of Admiralty Jurisdiction, on which branch of the law while on the bench, he wrote and published a work entitled, "A Treatise on the Law of Wreck and Salvage," which has earned him an enviable reputation.

It is but justice to this gentleman to say, that he occupies to-day a high place in the esteem and regard of those of us, who were his fellow citizens on this island during the many years in which he occupied the bench, with so much honor to himself, and the profession.<sup>2</sup>

On the resignation of Judge Marvin, he was succeeded by Thomas J. Boynton, perhaps the youngest man ever appointed to the bench of the United States. He in turn resigned in consequence of impaired health, the result

<sup>1</sup> Judge Webb removed to Texas, and for a time was Secretary of State in that republic, prior to its admission into the Union.

<sup>2</sup> Judge Marvin's decided stand for the Union on the breaking out of the Civil War, tended in a great measure to sustain the authority of the United States at Key West. His services were fully recognized by the Government, and for some time he held the important position of Provisional Governor of Florida.

of intense application to other sciences than that of his profession. The resignation of Judge Boynton produced the appointment of John H. McKinney, in 1871. With melancholy feelings is the name of this gentleman introduced: modest, dignified, urbane, diligent and learned, he gave promise of much usefulness: alas! how short his judicial career, leaving the island with the expressed intention of removing his family hither for permanent settlement, he failed to reach the city of New York alive; his death is reported to have occurred just previous to the arrival of the steamer, in which he was a passenger.

Of the present incumbent, James W. Locke, it would be indelicate at this time to speak, further than to give expression to the hope that, when the judicial ermine falls from his shoulders, it will be as unspotted as it now is and was, when worn by his predecessors.<sup>1</sup>

The civil and criminal business before this Court is inconsiderable. Only three persons have been convicted of capital felonies during its existence, one of which occurred in this city, and the others on the high seas, two were capitally punished,<sup>2</sup> and the sentence of the other commuted to imprisonment for life. The Court is principally occupied in matters of salvage connected with shipwrecks.

#### MUNICIPAL GOVERNMENT.

For purposes of municipal government, an act of the Legislative Council of the Territory of Florida was obtained in January, 1828, to incorporate the *Island* of Key West. No copy of this Act is at present within reach, nor is it material to the matter in hand, as in November of the same year it

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<sup>1</sup> See Appendix, Note E.

<sup>2</sup> One of these cases was in the latter part of 1830. The culprit, an inoffensive fellow ordinarily, who had killed a man in a drunken broil, had taken no advantage of numberless opportunities for escaping, and on being asked why he did not, replied that they 'wanted to hang some one for a *pattern*, and he thought he would gratify them.'

was repealed by an Act to incorporate the *Town* of Key West. This latter Act incorporates the free white inhabitants of that part of the Island of Key West in the County of Monroe, comprehended within the limits prescribed by the plan of said Town, then on file in the Clerk's office of said county, (which limits are at this day the same as they were then, as delineated on the original map of the town) all free white male persons over the age of twenty-one years, having had a residence for three whole months within these limits being qualified electors.

The government of the Town was vested in a person to be called a President, and in a council to consist of six persons. This President and Council were not only empowered to enforce the laws of their own body, but also, all the Laws of the Legislative Council of the Territory; and yet more singular, their power to levy taxes was confined to taxing and licensing "Hawkers and Peddlers and transient traders," and to the levying of a "poll tax;" unless the power to levy and collect other taxes shall be found in the other granted powers,—“to provide for the interior police and good government of said town,”—a question which lawyers might find pregnant with doubts. *“Expressio unius est exclusio alterius.”*

The members of the Town Council elected under this Act of incorporation were, D. C. Pinkham, President, Pardon C. Greene, B. B. Strobel, W. A. Whitehead, Joseph Cottrell, F. A. Browne and G. E. Weaver, who elected for their officers William H. Wall, Clerk, P. B. Prior, Marshal, H. S. Waterhouse, Treasurer.

The incorporated *Town* gave place to an incorporated *City* in 1832. The Act of incorporation gave more general and specific powers to the City authorities, especially in regard to the subject of taxation, regulating and restraining the retailing of spirituous liquors, etc.

Under this act of incorporation of the City (proper) the first evidence of a valuation of real estate is to be found



for purposes of taxation. The assessed value of all the real estate in the City at that time amounted to \$65,923.75; the improved portion was assessed at \$61,005.00; the unimproved, at the rate of \$25. per acre, \$3,918.75.

No power of taxation on personal property was given by this charter, and consequently no tax upon it was assessed or collected. The total amount of taxes collected on this assessment of real estate was \$329.61. The number of buildings within the City at that time (1832) was 81, including sheds for storage of wrecked cotton, and other articles, blacksmiths' shops, etc. The two principal buildings were the warehouses of Pardon C. Greene, and Fielding A. Browne; the assessed value of each, \$6,000, including the lands and wharf property. In 1835 this charter was revoked, and in 1836 renewed and, as amended in 1838, lasted during our Territorial existence.

The last charter (in 1846, under the State administration) continued to be the protection of the well disposed, and the restraint of those otherwise disposed, during the period of the unhappy civil war until in 1869, when it was superseded by a general law of the legislature enacted under the provisions of the present state constitution, which requires laws of this character to be general; constructing a procrustean bed upon which the infant or the giant must of necessity lie.

From 1832 the date of the first charter as a city, until the present, (1876,) the following named individuals have successively been elected to the office of Mayor: Oliver O'Hara, Fielding A. Browne, William A. Whitehead, Thomas Socarty,<sup>1</sup> William C. Green, P. J. Fontané, Alex. Patterson, Benjamin Sawyer, W. C. Maloney, F. J. Moreno, John P. Baldwin, John W. Porter, William Curry, P. J. Fontané, Alex. Patterson, Benjamin Sawyer, John P. Baldwin, Wm.

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<sup>1</sup> So called, but his signature reads *Tomaso Sacheti Ti*. He was elected by those who wished to nullify the then existing Charter by casting ridicule upon the office, and for a time they were successful—discord and misrule prevailed.

Marvin, A. Patterson, E. O. Gwynn, W. S. Allen, Dr. W. Whitehurst, Henry Mulrenon, J. B. Browne, W. D. Cash, Winer Bethel, E. O. Gwynn and C. M. de Cespedes now in office.

The returns for the election of the first mayor show a total vote of 39 ballots. The last total vote was 754 for the same office. The total population of the Town in 1831 is recorded at 300.<sup>1</sup> At the present time it is ascertained to be 12,733.

With such a population representing almost all nations, peoples, and tongues, we may safely challenge the world for morality and observance of law. At the present time, (and the present reflects the past in this particular at least,) our Jail is comparatively tenantless; the number of the Jailor's family being almost, if not quite, as large as those occupying the building as prisoners, the latter numbering only six.

The names of the former mayors who survive are, William A. Whitehead, William Marvin, W. C. Maloney, F. J. Moreno, William Curry, E. O. Gwynn, J. B. Browne, W. S. Allen, W. D. Cash, Winer Bethel.

The office of Mayor, (allow me to say, my friends, for I speak from experience) has never been a bed of roses to the incumbent. The language of the poet most fitly illustrates its character;

"Uneasy lies the head that wears a crown."<sup>2</sup>

#### COMMERCIAL.

Key West derives its importance in the commercial world from—

First. Its geographical position, it being the extreme southern point of the United States;

<sup>1</sup> In 1835, Mr. Whitehead estimated the population at 600. If my recollection is correct, an enumeration of the inhabitants was taken in 1835, which gave the total resident population as 582, including black, white and all other colors, lame, lazy and blind.

<sup>2</sup> See Appendix, Note F.

Second. For its capacious harbor, the great depth of water over its bar and the ease of ingress and egress to and from its outer and inner roadsteads, and

Third. From its affording, as has been already stated, such ready protection to her shipping, naval and otherwise, in time of war and stress of weather.

From these considerations, and other facts and statistical information which I shall proceed to introduce, we claim for Key West that it is the Commercial Emporium of the State of Florida.

By special legislation, the President was authorized to establish a Custom House at Key West in 1822. A Collector and other officers were appointed, and the following year a revenue cutter was attached to the port; but not until 1828 was a collection district regularly established for South Florida. Key West was constituted the Port of Entry, which it continues to be at the present time.<sup>1</sup>

There are no detailed statistics at hand prior to 1831, but from that year to 1835, we are indebted to a report from Mr. William A. Whitehead, of the number of Vessels entered and cleared and the amount of Imports and Exports during that period, as follows :

	<u>1831</u>	<u>1832</u>	<u>1833</u>	<u>1834</u>	<u>1835</u>
American Vessels Entered,	268	283	201	297	321
Foreign Vessels Entered,	22	20	10	16	10
of these there were					
	<u>1831</u>	<u>1832</u>	<u>1833</u>	<u>1834</u>	<u>1835</u>
From American Ports,	118	141	106	135	158
From Foreign Ports,	172	162	105	178	173
	<u>1831</u>	<u>1832</u>	<u>1833</u>	<u>1834</u>	<u>1835</u>
American Vessels, Cleared	261	256	205	249	248
Foreign Vessels, Cleared	21	15	11	15	12

<sup>1</sup> See Appendix, Note G.



of these there were

	1831	1832	1833	1834	1835
For American Ports,	124	94	110	81	89
For Foreign Ports,	158	177	106	183	171

#### VALUE OF IMPORTS FROM FOREIGN PORTS.

1831	1832	1833	1834	1835
\$67,863.	\$108,778.	\$39,024.	\$107,856.	\$27,657.

#### EXPORTS.

1831	1832	1833	1834	1835
\$35,152.	\$63,943.	\$35,138.	\$86,947.	\$27,657.

“To the amount of Exports should be added annually,” says Mr. Whitehead, “from fifteen to twenty thousand dollars, the proceeds of live fish caught within the district, for foreign markets, principally that of Havana, which amounts, it should be borne in mind, do not enter into the Custom House returns.

“The revenues of the Custom House at this port show an average of about \$45,000 annually from 1828 to 1832; 1835 alone \$20,000.”

Want of time as well as lack of sufficient statistical compiled data, compels me to pass over the intervening years down to 1874. And notwithstanding the City of Charleston, S. C., and the City of Savannah, Ga. are to-day celebrating their Centennial as *Cities*, and we barely more than a *Semi-Centennial*, the figures given from the Report of the “Bureau of Statistics of Commerce and Navigation” for the year 1874, will tend to show the gratifying progress of our City in Commerce and Navigation.

The comparative number of entrances into these several collection districts from foreign countries was as follows :

	AMERICAN VESSELS.	AMER. OCEAN STEAMERS.	FOR. OCEAN STEAMERS.
Charleston, S. C.,.....	52	1	9
Savannah, Ga.,.....	71	0	10
Mobile, Ala.,.....	44	0	2
St. John's, Fla.,.....	46	0	0
Key West, Fla.,.....	301	63	10

For the year ending June 30th, 1876, the total numbers of arrivals and clearances at Key West, as shown by the Custom House Records, are as follows :

COASTWISE.	ARRIVALS.	CLEARANCES.
Steamers.....	153	155
Schooners.....	66	52
Barks.....	2	7
Brigs.....	5	6
Ships.....	1	1
Total,.....	227	221

FOREIGN.	ARRIVALS.	CLEARANCES.
Steamers.....	52	60
Schooners.....	266	258
Sloops.....	26	26
Barks.....	12	2
Brigs.....	7	2
Ships.....	2	2
Total,.....	365	360

The Amount of Dutiable goods imported into this

District in 1874,.....	\$641,335.00
Free of Duty.....	19,077.00

Making the Total importation,.....	\$660,432.00
PENSACOLA imported (same time),.....	23,964.00
FERNANDINA.....	1,339.00
ST. JOHN'S (JACKSONVILLE).....	0.00

Amount of Duties paid into the Custom House for the  
past three years, ending June, on Imports.

1874.....	\$222,371.35
Tonnage Dues.....	2,520.83
Hospital Dues.....	2,728.51

Total 1874,..... \$227,620.72

For 1875,.....	\$297,238.96
For 1876,.....	245,514.73

Other Commercial Statistics are given in the Appendix.<sup>1</sup>

<sup>1</sup> See Appendix, Note II.

## MARINE RAILWAY.

Prior to 1853, all vessels needing repairs, or cleaning, were hove-down by means of tackles at one of the wharves in the city, or banked on some sand bar to allow the scrubbing off of the moss which generally gathers on the bottom of a vessel. Although no serious accident has resulted to any vessel from the use of the first method, it is notwithstanding regarded as hazardous, and creates no little uneasiness to the master, inasmuch as tardiness or mischance in righting up, in the event of a sudden squall of wind might endanger the masts of the vessel. It is also attended with expense by obliging the crew to live on shore and in keeping the vessel free of water by use of the pumps, and can never be resorted to in the case of steam boats, which within a few years have almost monopolized the domestic carrying trade of the gulf.

In March 1853, Messrs. Browne and Curry, merchants of this city, caused to be constructed a Marine Railway for the better convenience of commerce. This railway has been in constant operation to the present time. The number of vessels taken up on these ways has been 2,277; the largest vessel was of 519 tons.

The power and strength of the ways are considered as sufficient for taking up vessels of much larger size; the obstacle lies in the insufficiency of water to admit the entrance of a vessel drawing over eight feet forward.

The valuable unoccupied water front which affords a depth of water of twenty feet, will, it is to be hoped, at some time not far distant, supply a much needed desideratum to the operations of commerce in a "screw," or "dry dock."

Facilities in aid of commerce of such character as these, are of *public* as well as *private* benefit, in reducing freights and insurance, and as a consequence reducing the price of necessary articles for consumption.

## SALT MANUFACTURE.

The original proprietors and first settlers of Key West considered the manufacture of salt as the most probable means of making it known in the commercial world. Small quantities had been gathered from the natural salt pond in the interior, without any special facilities, and that portion of the island was regarded as destined to be the source of future wealth to any enterprising individuals who might undertake to turn its advantages to account. The resident proprietors, however, were not themselves possessed of sufficient capital, beyond the requirements of their commercial undertakings, to engage in the business. Consequently the first regular attempt at the manufacture, was not made until 1830. Mr. Richard Fitzpatrick, of South Carolina, then a resident on the island, leased that year the Whitehead interest in the pond. An intelligent, educated colored man named Hart, was brought from the Bahamas and placed in charge of the works, but notwithstanding that several seasons promised favorable results,<sup>1</sup> they were never realized, partly, as was thought at the time, from the demand for labor around the wharves in the town, at high rates, drawing off the hands. Prompt returns therefrom, very naturally inducing the master to disregard future prospects for present realization from the labor of his slaves. Mr. Fitzpatrick abandoned his works in 1834. The reduction of the duty on salt soon after he commenced operations, had some effect probably in producing this result, but at one time he had over thirty hands employed.

The next attempt was made under the auspices of the "La Fayette Salt Company," organized through the exertions of Mr. Simonton; the principal stockholders being residents of Mobile and New Orleans. Operations were commenced early in 1835, but success was not achieved, and their works passed

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<sup>1</sup> In the summer of 1832, the prospect was thought good for 60,000 bushels, but they were all lost.

in a few years into the hands of another company, Messrs. Adam Gordon, F. A. Browne and Wm. H. Wall being among the stockholders; and subsequently, about 1843, Charles Howe obtained the controlling interest, and after the hurricane of 1846, became the sole proprietor. In 1850 the crop amounted to thirty-five thousand bushels, and Mr. Howe was encouraged to enlarge his works by the purchase of the Whitehead portion of the pond, which had been abandoned by Mr. Fitzpatrick; and in 1851 sold half of his interest to W. C. Dennis, to whom the management of the works was entrusted. The amount of salt produced annually, varied materially, ranging from fifteen to twenty thousand bushels to seventy-five thousand, the largest crop raked in any one year. Mr. Dennis continued the manufacture until his death, which occurred in 1854.

During the Civil War, the manufacture of salt on the island was suspended, in consequence of one of the principal sources of demand—the Charlotte Harbor fisheries—having been cut off; the military authorities being apprehensive that the salt furnished to them would find its way into the Confederacy. The fisheries at Charlotte Harbor were established many years before the settlement of the island, and at the present time consume from ten to fifteen thousand bushels of salt annually.

In 1865, Mr. W. R. Livermore, a lieutenant in the U. S. Engineer Corps, purchased the works and commenced the manufacture, but after spending a large amount of money in the prosecution of the business, was unsuccessful; and in 1871, the works passed into the hands of Messrs. C. and E. Howe, who are now the owners.

I know that I shall astonish some of my hearers, when I state that the Custom House records exhibit the fact, that in that year (1871), there was imported into this city for the consumption of our fisheries, 1,028,279 lbs., nearly 14,000 bushels, of foreign salt. Those directly engaged in the fisheries in our county, know the fact as well as the merchants who imported it. The salt ponds of this island, capable of producing

seventy-five thousand bushels, or 5,700,000 lbs. per annum were idle during that year, while the fish were in great abundance.

Mr. Livermore's want of success was in a great measure due to the enforced substitution of free labor. No place in the South, at the time of emancipation, had a better class of negroes than Key West, and as a general thing their behavior under the circumstances, was such as entitled them to words of gratifying commendation. It was not to be expected that those who had, previously, generally labored from no other motive than fear of punishment, having the boon of freedom thrust upon them,—accompanied by teachings of bold, bad men, of further privileges to be acquired, by some means, without labor—should ever become useful to themselves or others. There has been a large immigration of colored persons from the Bahamas, within the last four years, and while the statistician may rejoice over the number thus added to the population, the philanthropist and moralist must be moved with compassion on witnessing the approaches to degradation and vice which are apparent.

As the season for raking salt is limited, generally to a few weeks, the present operators employ temporary laborers, each man raking up and wheeling out from sixty to seventy bushels per day. For much of the time since the manufacture commenced, foreign salt has been free of duty, effecting prejudicially the result of the home producers. That impediment to success, however, has not existed for some years, but still the manufacture of salt falls far short of the anticipation of the early settlers on the island.<sup>1</sup>

#### SEGAR MANUFACTURE.

The remark was made a few days ago in my presence that no single industrial pursuit in this city had acquired such rapid growth and dimensions as the manufacture of segars. This is only partially true, for this particular manufacture of Key West, has a history dating back many years.

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<sup>1</sup> See Appendix, Note I.



We find as early as 1831, an advertisement in the "Key West Gazette," by W. H. Wall, of the establishment of a segar factory by himself. This factory employed about fifty operatives, and *exported* segars. It was located in the rear of what is now known as the St. James Hotel, between Duval and Fitzpatrick streets, and was eventually destroyed by fire.

Estava and Williams, in 1837 and 1838, also operated a factory in which sixteen men were employed, and made shipments to New York. Communication between New York and this island, it will be borne in mind, was exceedingly irregular and uncertain at that date, being dependent, chiefly, upon vessels going north with cotton from St. Marks or other gulf ports, and often the long time elapsing between opportunities worked serious injury to the business.

Odet Phillippe and Shubael Brown, also engaged in this business with a force of six men, about the same time.

The Arnan Brothers, Francisco and James, as far back as 1834, down to the time of the death of both, were constantly employed in the manufacture, and in 1838 were joined by Albert, another brother. They did not aspire however beyond domestic trade.

Messrs. Francisco Sintas, Manuel Farino and E. O. Gwynn, also at different times, and for short periods, were engaged in the business, so that you will observe that the growth of this industrial pursuit has been otherwise than rapid. The dimensions which it has acquired, however, are truly gratifying. At present the number of factories is twenty-nine, giving employment to about 2,100 persons in our city. The average daily product of these factories is estimated at 171,000, or 62,415,000 annually.

The amount disbursed by these factories for labor alone in our city, may be stated within bounds to be one million of dollars annually. Three of these factories, employ over 1,500 hands. The factory "La Rosa Espanola" employ over 600, and is owned by Messrs. Seidenburg and Company. The

"Principe de Gales," Mr. Martinez Ybor, proprietor, employs over 400. The "Club de Yate," (intended for *The Yacht Club*), Messrs. McFall and Lawson, employ 100. These are the leading houses, importing the best quality of Cuba wrappers and fillers, and employing skilled Havana workmen; many of these workmen earn from forty to fifty dollars per week, and the segar packers as high as sixty dollars per week.

The growth of the business of late years may be considered as due, in a great measure, to the immigration from Cuba, which commenced about 1872, growing out of the political commotions in that island.

#### REVENUES.

The revenues of the city paid into its own Treasury, the Customs revenue and Internal taxes paid into the Treasury of the United States, as well as the revenues paid into the Treasury of the State and County, from the property and business of this city, confirm its claim to be considered the Commercial Emporium of the State of Florida.

To be as brief as possible, I will give only the revenues of the City for certain years.

In 1831, \$1,300.	1870, \$ 5,300.
1860, \$2,900.	1875, \$11,728.

Up to 1829, the island had been held in common by the four proprietors, Messrs. Simonton, Greene, Fleeming and John Whitehead. In that year it was surveyed and divided among these gentlemen according to their several interests; the drawing for the separate lots and tracts of land taking place under the supervision of William A. Whitehead.

In 1831, we find the population of the city to have been about 300, and by the United States census returns, that in 1850 it was 2,367; in 1860, 2,832; and in 1870, 5,016. At the present time it is over 12,000 as has been before stated.

The estimated value of property in the city in 1831, was \$65,923, as assessed for taxable purposes. In 1875, it was



\$1,505,720 ; showing an increase of values amounting to over one million four hundred thousand dollars.

In 1831, we paid city taxes to the amount of \$1,300. In 1875, we paid \$11,728 ; showing an increase of ten thousand four hundred and twenty-eight dollars.<sup>1</sup>

The amount of County and State taxes raised from this city in its earlier years cannot be ascertained ; but in 1873, the amount levied in this city for county purposes was \$10,807, exclusive of auction taxes. In 1874, the amount of taxes levied on this city for state purposes was \$18,500 ; for county purposes, \$16,300.

These amounts do not embrace the State and County auction tax, which in 1874, as appears by the Comptroller's report, was \$1,796 from the entire state ; of which amount Key West paid \$1,654.

In 1875, the amount of taxes levied on this city for state purposes was \$19,346 ; for county purposes, \$16,253.00.

For Internal Revenue to the United States, this city paid,

For the year ending June 30th, 1872..	\$	75,800.00
“ “ “ 1873..	100,543.59	
“ “ “ 1874..	110,165.32	
“ “ “ 1875..	164,870.48	
“ “ “ 1876..	192,035.80	

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Total, \$643,415.19

It is estimated that the receipts from this source for the year 1877, will be \$225,000 ; *an amount not only larger than is paid by any other city in the State, but more than is paid by all the other cities in the State put together.*

The yearly average amount of money for money orders

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\* <sup>1</sup>It is worthy of remark that a portion of the amount thus raised, was from a license-tax on from twenty to twenty-five small carts, drawn by single goats, and driven by boys from eight to twelve years of age—used for the transportation of light articles from point to point in the city. It is doubtful if such a source of revenue exists in any other place in the United States.

issued at this Post Office, is \$133,343; amount received for stamps and postage for year ending March 31st, 1876, \$6,128.31.

#### POSTAL FACILITIES.

Let me pray you to possess your souls in peace my fellow citizens, or those of you who rise in the morning and retire in the evening with the ever enduring cry, "the mail steamer is not yet in sight." How enviable seems your case to-day to those of us who remember the postal facilities of forty years ago!

The first Post Office was established in February, 1829, and the first contract for mail service was awarded to the owners of a small sailing vessel called "The Post Boy," of about ten tons, to be performed *monthly* between Charleston and this city. My old friend, Captain David Cole (now deceased), with all the advantages of good seamanship, knowledge of the coast, and superior education, was in command of this vessel, but for some ever good reason, the monthly trips generally consumed nearer fifty days than thirty. Cape Canaveral was to be doubled in the route, and never did the mariner scan the clouds in the effort to double Cape Horn with more solicitude than did this worthy skipper to effect the same result at Cape Canaveral, but from far different motives; the one being proverbial for its storms, the other for its calms. Fretting did not bring the vessel any sooner than the winds and the current would permit.

The mails were brought then with regular irregularity, as they are to-day, only a little more so, still some of us survive the calamity, even at this distance of time. When they did arrive every body knew it. He who was not certain that his expected letter would be "prepaid" by his correspondent, put "a quarter" (twenty-five cents) in his pocket to satisfy good old "Uncle Sam," for the cost of transportation.—for that was the rate per letter at the time I speak of—and were you of the finer mould of clay, and *patronised* a newspaper, five cents more would put you all right with the Post

Master, for this then enviable means of information that other *nations* existed beside *Key West*.

For part of the time in 1833, there was only one regular mail per month, and that via. St. Marks; but this inconvenient arrangement did not last long, a semi-monthly mail being established from Charleston; and about 1835, Messrs. Lord and Stocker of Charleston, obtained the contract, and a better class of vessels served on the route.

About 1848, Messrs. Mordecai and Company of Charleston, were contractors for this line, on which they placed a remarkably fast and comfortable steamer called "Isabel," of about eleven hundred tons. The service was continued by this steamer until the commencement of the civil war. At the same time we were supplied with mails from New Orleans via. St. Marks and gulf ports, by a line of steamers owned in New York by Messrs. Morgan and Company, up to the same period.

During the time of service of the steamers before mentioned, one could calculate with some certainty on the day, if not the hour, of their arrival.

We have now a line of very fine steamers, owned by Messrs. Mallory and Company, large, safe and comfortable, which provide us with mails weekly, and as a general thing, their arrival from New York may be looked for each Thursday P. M. These vessels on their departure, which is a few hours after arrival, convey our western mail matter to Galveston, Texas.

A line between Cedar Keys and this place has been in existence for twelve years past, supplied by steam vessels. It has been in the hands of several contractors, who, it is believed, have made no money under the contract; but who if objections could fatten, might rival the obesity of a Daniel Lambert. They contract, it is said, for the performance of a weekly service. It might be to our advantage to cause the contract to be examined, for the purpose of ascertaining whether the stipulation is for a *weekly* or *weakly* service. True,

we get our letters for only three cents now, and our papers for two cents, and it is quite probable we shall soon get them for less. The cash down principle works well. You not only pay as you go, but pay *before you go* by way of correspondence.

How great cause for happiness, indeed, have our young people to-day with these advantages, superadded to which is the correspondence by means of electricity. Is the subject Love, Marriage or *other business*, post you to the telegraph office on Greene street, near Fitzpatrick street, and the gentlemanly operator will transmit your every thought and expression over the apparently silent wire, lying on the bottom of the ocean, a hundred fathoms or more below its surface.

The Inter-Ocean Telegraph Company, in 1867, commenced to lay their sub-marine line of telegraph cable from this island to the island of Cuba, and another to Punta Rassa, the former a distance of ninety-seven miles, and the latter of one hundred and twenty-three miles, connecting it by a line of wires three hundred and fifty miles on the main land, with the Western Union Telegraph Company. This places us in connection with the West Indies via Jamaica, and the nations of the old world via New York, and the Atlantic Cable via Queenstown.

Thus, you see, living as we do on an island in the sea, we possess advantages which those great men whose names to-day inspire thoughts leading to devotion, did not dream of, much less enjoy. Nevertheless, it is their work. Of the tree of Liberty, planted by them one hundred years ago, we gather the fruit to-day. The silken cord attached to the kite flown in the air by Benjamin Franklin, in the fields near the city of Paris, in France, aided by the ingenuity and skill of a Morse, has furnished the happy opportunity of sending greetings to our fellow citizens assembled in Independence Hall in Philadelphia, as rapidly as the words can escape the lips, and before the echo has passed away.<sup>1</sup>

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<sup>1</sup> See Appendix, Note J.

## ECCLESIASTICAL RELATIONS.

For several years the inhabitants of Key West, held public religious services, in what is now known as the County Court House. The occasions were few, as only when some clergyman might be transiently on the island, on his way to or from some other place, did an opportunity offer to engage in them.

In March, 1831, by a resolution of the Town Council proposed by Mr. William A. Whitehead, a public meeting of the citizens was called for the purpose of adopting measures for obtaining the services of a clergyman, and the establishment of a school. The accession of several ladies of education and refinement to the society of the island, by the arrival of the families of several judicial and military officers, had worked a considerable change in the manners and customs of the place, so that the movement was made under more favorable auspices than had previously existed.<sup>1</sup>

It is unnecessary to go through the particulars which, after a delay of many months, led to the formation of the first Protestant Episcopal congregation in this city—that being the denomination that pioneered the way to our present ecclesiastical status. Suffice it to say that the entire church desiring portion of the population, however differently trained in matters of ritual, peculiarities of religious dogmas, and sectarian prejudices, *united* for purposes of public devotion, under the name of the Protestant Episcopal Church. A large number of the residents were attached to that communion, and all others accorded to it their second choice, as their own preference could not then be gratified.

## PROTESTANT EPISCOPALIANS.

It may be interesting to many of my hearers, to learn the names of the gentlemen who first enrolled themselves for the

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<sup>1</sup> See Appendix, Note K.

very commendable purpose of forming a congregation, in the year 1832. The act of association being signed on Christmas day, after morning service by the Rev. S. K. Brunot, who had arrived not long before and been placed in charge of the infant church.

JAMES WEBB,	HENRY K. NEWCOMB.
WM. A. WHITEHEAD,	FRANCIS D. NEWCOMB,
DAVID C. PINKHAM,	HENRY S. WATERHOUSE,
FIELDING A. BROWNE,	AMOS C. TIFT,
THOMAS EASTIN,	E. VAN EVOUR,
ALEXANDER PATTERSON,	JOHN WHITEHEAD,
A. H. DAY,	PARDON C. GREENE,
JOHN W. SIMONTON,	OLIVER O'HARA;
ADAM GORDON.	GEORGE E. WEAVER.
WILLIAM H. SHAW,	PHILIP J. FONTANÉ,
J. R. WESTERN,	JOHN J. SANDS,
WILLIAM H. WALL,	STEPHEN R. MALLORY,
THEODORE OWENS,	FRANCIS WATLINGTON,
EUGENE TRENOR.	CHARLES M. WELLS,
L. A. EDMONSTON.	JOHN P. BALDWIN.

That winter, an Act of Legislature was obtained, incorporating this congregation under the name of "St. Paul's Protestant Episcopal Church." The Rev. Mr. Brunot was from Pittsburg, Pa. He was only twenty-four years of age, and had not been long in the ministry. Being apprehensive, that he might become, like many of his family, a victim to consumption, if he continued a resident of the colder climate of the northern states, he determined to commence his services at Key West. He was warmly welcomed, and became the guest of Mr. William A. Whitehead; but his health soon began to fail. After officiating only a few times, frequent hemorrhages put a stop effectually to further public services. In November, 1832, a Sunday-school was commenced, which in January, 1833, had between fifty and sixty children in attendance. Mr. Brunot left the island for Pittsburgh in May, 1833. and died soon after his arrival there in June.



There were frequent vacancies in the Rectorship thereafter, between the departure of one and the arrival of another clergyman, during some of which, attempts were made to keep up the interest of the congregation, by having Lay-readers and a Sunday-school.

The following clergymen were in charge of the church during the periods named, Rev. Alvah Bennett of New York, from the Autumn of 1834, to April, 1835; Rev. Robert Dyce of Scotland, from August, 1836 to 1840; Rev. Gabriel Ford of New Jersey, 1840 to 1841; Rev. Mr. Hanson, succeeded him, and the Rev. C. C. Adams had charge from 1846 to March, 1855. When he left, there were one hundred and two communicants, and between thirty and forty candidates for confirmation. Subsequently, among others, were the Rev. O. E. Herrick, for some time, prior to 1871, and the Rev. John Reuther, in 1873. The gentleman who now holds the relation of Rector to that Church, the Rev. J. L. Steele, D.D., is before you officiating on this occasion.

" Happy the man whose mind ordains,  
Good works his hands to do;  
He on this earth reward obtains  
And marches heavenward too."

The site for the erection of the Church was the free gift of the widow of Mr. Fleeming, before spoken of, one of the original proprietors of the island.

A lime stone church was erected on the corner of Eaton and Duval streets in 1840<sup>1</sup>—which was totally destroyed by the memorable hurricane of 1846; and in 1847, the present wooden edifice was erected.

The membership at the present time is six hundred and forty. Number of Sunday-school children, three hundred and seventy. Teachers, forty.

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<sup>1</sup> It cost \$6,500, and its dimensions were thirty-six feet by forty-six feet, and twenty-two feet high. It was finished in March, 1841, and contained thirty-six pews and a gallery at one end.

During the latter part of the last year, another Protestant Episcopal Congregation has been organized under the name of St. Peter's Protestant Episcopal Church. This society numbers about one hundred, with a Sunday-school attendance of forty pupils. It is composed of the colored members of the Protestant Episcopal Church. At present they worship in the Douglass school house on Jackson Square, and the services are conducted by the Rev. Dr. Steele.

There is also connected with the Protestant Episcopal Church of this city, a Cuban Mission, organized among the Cuban inhabitants through the zealous labors of the same clergyman. The individual membership has not been fully ascertained, as they are enrolled chiefly as families,—eighty in number. A Sunday-school for the children has not yet been organized, but it is in a fair way to be established. Mr. J. B. Baez, a Cuban gentleman, is the Lay-reader to this congregation.

#### THE METHODISTS.

Among the many very worthy persons who came among us in the year 1837, may be specially named one, who though dead, still lives in the sacred regards of his contemporaries. I allude to Mr. Samuel Kemp. This gentleman, good and pious, worshipped with those of us who resorted to the Court House for that purpose, for some time; but soon after erected at his own expense (assisted in the labor by some of his neighbors who were mechanics) a small building for public worship, on land owned by himself, immediately opposite the present residence of Dr. Harris, on Caroline street near Grinnell. This was the first place of public worship in which the denomination known as "Wesleyan Methodists," congregated in this city; and which gave rise to all the others.

"Father Kemp," as he was usually called from reason of his advanced age, and his somewhat clerical demeanor, officiated as the pastor of this small congregation, and was often assisted in the devotional exercises of his church, or chapel,



by Captain Ogden, of the United States army, stationed here at the time.

The congregation becoming too numerous to be accommodated in this small building, a large one was erected on the lot on Caroline street, on which stands at present, the house occupied by Mr. William Weatherford, between Simon-ton and Elizabeth streets; this, in its turn, becoming too uncomfortably filled, produced the necessity for another location, which was happily supplied by Mr. William C. Greene, who presented the congregation with the lot on which now stands the present house of worship, known as the First Methodist Episcopal Church, at the corner of Eaton and Simonton streets.

It was the intention of the members of this congregation to have a stone building for its use, and this intention was so far carried into effect as to erect the four walls; but the hurricane of 1846 levelled them to the ground. Simon Peter Richardson, the minister then in charge, was not the man to sit down and weep long over this great calamity. He took ship, and making his and our distresses known, secured funds to erect the present church. The building has, however, been lengthened, and is now forty by sixty feet, and will seat comfortably eight hundred persons.

Its membership in 1872, was sixty-eight. Its present membership is two hundred and fifty-three,—forty-six of whom are Cubans. The number of its Sabbath-school scholars is three hundred and twenty. Teachers, twenty-seven. The present Pastor is the Rev. C. A. Fulwood.

The first African Methodist Episcopal Church on the Island is situated on Whitehead street extended, just outside the present city limits. Its erection is principally due to the energy of Sandy Cornish and Cataline Simmons, both colored men; the former since dead, the latter now in charge of a church in the city of Jacksonville, where he is highly respected by all the principal citizens of that place. This church was erected in 1865, and there being no ordained col-

ored minister here at that time, services were chiefly conducted by Sandy and Cataline. Its membership is about three hundred. Sunday-school scholars, one hundred and forty-five. Present minister Rev. Thomas Darley. This Church now bears the name, "Zion African Methodist Episcopal Church."

In 1860, a portion of the congregation of the "First Methodist Episcopal Church South," discontinuing their connection with that church, organized themselves into a society under the name of "Sparks' Chapel," and Rev. J. O. A. Sparks became the first regular pastor.

At the time of its organization it numbered eighty-seven members, with a Sabbath-school attendance of forty children. It now numbers one hundred and ninety-eight members, with a Sabbath-school of one hundred and fifty pupils. The church is situated at the corner of Fleeming and William streets. Present pastor, Rev W. R. Johnson.

There is also a congregation of colored Methodists known as "African Methodist Episcopal, of the Bethel Connection," under the care of the Rev. B. W. Roberts. The Church is situated on Duval street, and was built principally through the exertions of the Rev. Allen Dean, (colored) in 1870.

Its present membership is one hundred and seventy-three. Sabbath-school scholars, forty.

#### THE BAPTISTS.

The Missionary Baptist Church on Eaton street, between Simonton and Duval streets, under the charge of the Rev. Mr. Tripp, was erected in 1848. Present membership, seventy. Sabbath-school scholars, thirty. Rev. C. S. Reynolds, is the pastor.

A portion of the colored population of the city of this denomination, preferring to worship in a church under their exclusive control, caused to be erected in 1870, the present edifice on Thomas street extended, beyond the city limits, which is now under the pastoral charge of Rev. Albert Lewis. Its membership is about one hundred. Number of children attending the Sabbath-school, ninety-three.

## THE ROMAN CATHOLICS.

Previous to 1845, the visits of a Roman Catholic Priest seldom occurred. About that time, however, Rev. Father Corcoran came to the city, and occasionally celebrated mass in the then City Hall at the foot of Duval street. The Roman Catholic families at that time were not more than fifteen; numbering, probably, not more than one hundred persons. Between 1850 and 1852, a church was erected, and still stands on Duval Street, between Eaton and Fleeming Streets. In 1852, this church was consecrated by the Right Rev. Father Gartland, Bishop of Savannah; the dedication sermon being preached by the Rev. Dr. Cumming. The Church is known by the name of "St. Mary's Star of the Sea."

The Roman Catholic population had but little increased at that time in numbers, but considerably in wealth. In 1870, the church was repaired and enlarged to its present size, for the better accommodation of the very large addition to the population of the city from Cuban immigration, the majority of whom are of the Roman Catholic Faith. The number of American origin may be estimated at one thousand, and of Cuban and of other foreign countries, four thousand. The number of Sunday-school children two hundred and fifty.

The church is at present supplied with two clergymen; Rev. Father La Rocque, Pastor, assisted by Rev. Father Bernier.

Thus, my friends, from the pious forethought of the thirty gentlemen whose names to-day survive the mortal frames of almost all of them, the gratifying picture of the ecclesiastical portion of the history of your city is presented; and well may the two survivors of that highly privileged number, (Messrs. Whitehead and Watlington) view with pride the fruits springing from that grain of mustard seed sown by their hands.

## BENEVOLENT SOCIETIES.

The numerous Benevolent Societies which exist in our city, constitute one of its marked features.

The "Free and Accepted Masons," first in point of time, organized in this city January 31st, 1844, with eight members. It consists to-day of one hundred and fifty members. An organization known as the "Sons of Temperance," existed in 1845, and continued in existence until 1862. Francis Watlington and Joseph C. Whalton, Senior, were prominent in bringing this society into existence. It effected much good, and many live to-day to acknowledge its advantages to individuals, and to society at large.

In 1868, another society known as "Island Royal Arch Chapter, No. 21," was organized, and now numbers fifty; in 1870, the "Munroe Council, No. 4," now numbering thirty-two; and in 1872 the the "Baron Commandery," which now number thirty-one.

The same year another society was organized under the name of "Dr. Felix Varela Lodge, No. 64," composed of Cuban residents, which now numbers fifty-five.

Of the "Independent Order of Odd Fellows," the "Key West Lodge, No. 13," with a present membership of sixty, was organized 1872. The "Key West Encampment, No. 5," organized July 4, 1875, now has thirty members. The "Cuba Lodge, No. 15," organized 1875, has thirty members.

Of Grand United Order Odd Fellows, "St. Michael's, No. 1530," organized 1873, has eighty members. "St. Agnes', No. 1696," organized in 1875, has thirty-five members. "St. Rafael, No. 1706," (Cuban), organized in 1876, has thirty members.

The "Mount Moriah Lodge, No. 12," (colored), organized in 1875, has forty members.

Of the Independent Order of Grand Templars, "Island City Lodge, No. 9," organized in 1874, numbers eight hundred; "Sons of the Future, No. 10," organized in 1874, has one hundred and eighty members. "Unity, No. 11," organized in 1874, has three hundred and eighty members. "Rising Star, No. 13," organized in 1875, has eighty members.

The United Order True Reformers "Crystal Fountain, No. 1," organized in 1875, numbers two hundred.

The Knights of Jericho, "Austral Lodge, No. 18," organized in 1875, has thirty-five members.

The Templars of Honor and Temperance, "Coral Temple," organized in 1875, numbers seventy-two. "Southern Star Council," organized in 1876, has thirty members. "Clinton Benevolent Society," organized in 1865, has a membership of two hundred.

#### EDUCATIONAL.

We find from the last census that fifteen hundred children in this city were attending school in 1875. In going back for data on a subject which must interest all of us, we find very little information on the subject. The earliest school of which we have any information, was kept by the Rev. Alvah Bennett in 1834-5, he being then in charge of St. Paul's Congregation. It was only kept a few months, as Mr. Bennett returned to the north in April, 1835. During its continuance, Mr. Bennett realized from it about thirty dollars per week. The next, as appears from an advertisement, in April, 1835, by Mr. Alden A. Jackson, a son-in-law of Judge Webb, was taught by him in the County Court House at from two to four dollars per month, according to the branches studied. What success attended his effort I know not. Subsequently (about 1839), Rev. Mr. Dyce, of St. Paul's Church, taught in the same place. At this period, no public funds for schools existed.

In 1843, provision was made for paying from the county taxes for the education of the children of those persons who were unable to pay; about thirty scholars were at that time taught at the public expense. For each scholar, one dollar per month was paid, the teacher providing his own school-room. The school-house, in that year and the next, was situated on Front street. There are some present who doubtless remember it, and the hand that wielded the ferule within, without my being more particular.



Attention to the subject of education began thus to impress the minds of our citizens, and we will pass over the intervening period to refer more particularly to the institutions of learning now existing among us.

In September, 1870, a public school, now bearing the name of "Sears' School," was opened in Masonic Hall, on Simonton street, between Caroline and Eaton streets, with about two hundred scholars and a corps of four teachers.

In 1874, this school was removed into the new building erected for its accommodation on Simonton street, between Fleeming and Southard streets; having at that time three hundred pupils and five teachers. At present the number of scholars is five hundred and fifty, with eight teachers. Mr. Justin M. Copeland is the present principal.

Another public school called "The Douglass' School," was organized in 1870, for the education of the colored children of our city. It now numbers about three hundred pupils. Mr. William M. Artrell being the principal.

There are also quite a number of private schools, the principal one of which is taught by Miss Euphemia Lighthourn, assisted by Miss Mellie Bethel. They have eighty pupils. The next, as regards numbers, is that of Mrs. Henry Baldwin, which has about forty.

Previous to 1868 there was no school kept separately for the education of children of persons professing the Roman Catholic faith. In that year a number of ladies, known as the "Sisters of the Holy Name of Jesus and Mary," of the faith inculcated by that Church, came from Canada to this island, and immediately located themselves in a frame building immediately opposite the present light-house,—on or near the dividing line between tracts three and four, on the original map of the island, or at the junction of Whitehead and Division streets, as shown by Tift's map,—and commenced teaching a school for white girls. In 1875, they laid the foundation of a new building, or convent, in tract twelve (original survey) where they now teach a large number of young ladies, both of our



city and from abroad. This building is of limestone, quarried on this island. It is not yet finished, but when completed it will rank among the finest educational institutions of the State, both in its structure as a building, and as to the finished instruction given to the youthful attendants.

The same community of Sisters in 1869 established a school for white boys, which is now a select Parochial school, under the supervision of the pastor of St. Mary's Church, and is conducted by a lay teacher, Mr. I. Cappick. The number of pupils attending this school is about fifty. The course of studies consists chiefly of the English and Commercial branches, with the Latin elements.

Under the direction of the same Sisters, a school for Cuban girls (Spanish speaking) was established in 1873, and in 1875 a school for colored girls. The number of girls educated in these three schools exceed three hundred.

Many young ladies have graduated in the convent school, and upon several occasions, I have by invitation, served on Committees of Examination, thus enabling me to speak advisedly of the institution. Many of the graduates have been of the Protestant faith, and reflect great credit on the capabilities of the devout Sisters.

#### STORMS AND FIRES.

The hurricane of 1846, before referred to, was perhaps the most destructive of any that had visited these latitudes within the memory of man. The light house on Whitehead's point on our island was totally destroyed, with all the members of the keeper's family, seven in number; most of the dwellings in the city were seriously injured or totally destroyed, and a large number of horses and horned cattle blown into the sea, or killed by missiles of timber and slate from surrounding buildings. The yearly apprehended equinoctial

storms which have since prevailed, have left no record of violence of sufficient importance to notice.<sup>1</sup>

The first fire of any consequence was in 1843, when the large wooden warehouse of F. A. Browne, standing on the south side of Simonton street, near the water, was destroyed.

A fire company existed at that time which was organized about 1836, with Mr. Joseph A. Thouron, foreman, and about twenty-five members. The engine belonging to this company was purchased by means of subscription, was never of much use, and after the removal of Mr. Thouron to Charleston, was entirely neglected. At the time of the destruction of Mr. Browne's warehouse it was brought upon the scene, but proving unfit for use, was contemptuously and indignantly hurled into the sea from the wharf.

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<sup>1</sup> On the 19th and 20th of October, 1876, as these pages were passing through the press, an unusually violent gale was experienced. Some indications of its approach were manifest on the 18th, and from 1 A. M. of the 19th, the barometer gave sure evidence of its presence. At that hour the mercurial column stood at 29.55 inches, and each hour thereafter it was lower, until at 8 P. M. it stood at 28.73 inches. It then commenced rising, and at 4 A. M. of the 20th had returned to 29.50 inches, but the storm did not abate its fury until about 2 P. M. of that day. During part of the time the wind travelled at the rate of sixty-six miles per hour. The heavy rain and the breaches from the sea caused an overflow of the streets in the business part of the city. Considerable damage was done to roofs, fences, and trees, and missiles hurled through the air, rendered it, at times, dangerous to be in the streets, some of which were greatly obstructed by the accumulation of boats, lumber, etc., floated into them. The vessels in the harbor were all more or less injured, while along the reef were some cases of shipwreck. The salt works suffered greatly, as did also all kinds of tropical fruits. When the tempest was at its height, especially during the night, great anxiety prevailed. It was very dark, excepting when the vivid flashes of lightning revealed the devastating processes at work, but the amount of damage was less than there was reason to anticipate. The wind was from Northeast to East, but toward the close veered to the Northwest and Southwest with equal fury. The report of the Signal Bureau at Washington states that the first notice of this gale was on the 17th, on the South side of Cuba, whence its central path was directly over Havana and slightly to the eastward of Key West. It left the Peninsula on its undefined course North Eastwardly, south of Indian River.

Thereafter, happily, and almost miraculously, were the ravages of that destructive element "Fire," escaped for a period longer perhaps than follow the fortunes of cities constructed almost entirely of wood. But the time at last arrived when we were made to feel its blighting breath. While locked in the arms of sleep and fancied security, the "Fire King," took possession, and for eight long hours of the 19th of May, 1859, revelled in his wanton fury. From the corner of Simonton street to Whitehead street, including every building save two, in the four blocks between Front and Greene streets, all that remained was ashes. No organized body of firemen existed in the city at that time, and no hooks-and-ladders, fire buckets or other apparatus necessary for the occasion were on hand. The extensive warehouses, and other stores of Messrs. O'Hara and Wells, occupying the place where Curry's warehouse and Cash's store now stands, between Simonton and Duval streets; the store-houses of Fontané and Weaver, Wall and Company, Packer and Boyé, P. A. Gandolfo, C. and E. Howe, and, in fact, all the business portion of the town, before the sun had passed its zenith on that day became smouldering ruins.

Many of our citizens attribute the preservation of the remaining portion of the city to the thoughtful and daring action of Mr. Henry Mulrenon, who, having procured a keg of gunpowder from Fort Taylor, entered his own house on the corner of Fitzpatrick and Greene streets, then in imminent peril, but as yet unharmed, and placing the keg in position laid the train and blew the house up, to prevent the fire crossing the street and communicating with the large building occupied by Captain Geiger.

These two events, the hurricane and the fire, measurably interrupted our progress at the times of their occurrence, but the effects were speedily overcome by the activity and energy of the sufferers. Fortunately no lives were lost on this occasion, nor did we stop to shed unavailing tears over our misfortunes. The sun rose on the morning after the fire, to

behold active limbs and stout hearts clearing the ground of the debris, and the waning moon of the succeeding night shone upon the bright hammer of the mechanic, as he drove firmly home the yielding nail, in the construction of temporary buildings, soon to become, once more, the busy bustling mart of trade.

On the morning of 17th February of the present year, a fire was discovered in a building owned by Mr. John White on Front street, (lot 2, square 16) occupied by a Cuban family. The days of miracles, it is said, have passed: but our present gallant fire company, organized in November, 1875, claim the merit of having saved from destruction the residence of Judge Locke, in such close proximity to the scene, as to make its preservation marvelous if not miraculous. The visible agency and commendable exertions of the fire company on the occasion, being admitted, and warmly acknowledged on all sides, their claim must be allowed to stand, until overborne by other and superior evidence. The loss of two lives by suffocation in the burning building, before the alarm was given, detracts nothing from the claim preferred by the fire company, and can only be regarded as a distressing incident of the occurrence.

This is the only opportunity the company, (having Mr. A. H. Dorsett for foreman, and one hundred and three members) has had to exhibit its efficiency, and long may it be ere other or greater use will have to be made of its apparatus, than has been afforded by the pleasant joyous parade of to-day.<sup>1</sup>

#### NEWSPAPERS.

My fellow citizens, could another have occupied the place, where the authorities of your city have graciously permitted me to stand, many events connected with our early history, might have been recounted which would have added to the

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<sup>1</sup> A fire took place at Captain Alderslade's residence on the 4th, while reading this sketch, which was extinguished without any material loss.

interest of the occasion. To Mr. William A. Whitehead, now of New Jersey, should be awarded the credit of having been the first to engage in the preparation and preservation of the earliest incidents connected with the settlement of your island, even before you had the right to claim the proud title of "citizens of the United States." Mr. Whitehead ceased to be one of your citizens in 1838, and returned to the North.<sup>1</sup>

To his consideration we are this day indebted for bound volumes of the newspapers published in this city in the years 1831, 1832, and those from 1834 to 1836. These volumes so illustrative of your early existence as a city, were presented by him in 1869, for "preservation in the office of the clerk of Monroe county," as the inscription testifies.

Probably not more than a dozen of my hearers in this overcrowded hall, know this fact. Although the thanks of the County Commissioners were formerly voted to Mr. Whitehead in August 3d, 1871, no one (including myself,) has ever learned, that *public* acknowledgment has ever been tendered to that gentleman.

It must be mentioned regretfully, that at the present time it is not possible to obtain a full edition of any of the other newspapers previous by or subsequently published in the city. The first newspaper "The Register," was commenced in January, 1829, under the management of Thomas Eastin, subsequently United States Marshal, but was short lived. The "Gazette" and "The Inquirer," were the next in order, and are those above referred to as received from Mr. Whitehead.

A few copies only of the "Light of the Reef," published by Ware and Scarborough in 1844-45, are known to be in existence, and the same may be said of all the following.

In 1845, "The Key of the Gulf," made its first appearance under the editorial auspices of E. L. Ware, our present

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<sup>1</sup> See Appendix, Note L.



efficient Post Master, and after years of death-like slumber awoke to life in 1857, guided by the genial, but erratic pen of William H. Ward, who in obedience to what he doubtless considered obligatory as a patriotic citizen of his state, abandoned the field of argument in 1861; laying aside the weapon of the sage for that of the soldier, to try issues of law and ethics on the field of battle, whence he never returned.

In 1862-63, a paper called the "New Era," was published by R. B. Locke, an officer of the Ninetieth Regiment, New York Volunteers.

In 1867, the "Key West Dispatch," published by W. C. Maloney, Jr., appeared, and continued to be published by the same gentleman, until 1872, when it passed into the hands of H. A. Crane, as editor and publisher. It is at the present time under the editorial guidance of E. L. Ware, and published by C. T. F. Clarke.

In 1870, the "Key West Guardian," arose with porcupine armor to correct the evils of the day, and after a brief existence, our brother of the quill, Mr. R. C. Neeld philosophically bethought himself, that

"He that fights and runs away,  
May live to fight another day."

Having discovered a *star* in the north, he seized his *dagger*, and putting a *period* to the life of our "Guardian," hastily made a *dash* for Tampa, making there a *rest*, and spreading his *sheet* in that ancient village. It was, however, soon *folded up*; the want of *space* being a serious *bar* to the development of the genius of its perambulating author.

The "Key of the Gulf" in 1874, once more made its appearance under the editorial charge of Mr. Crane, and is conducted at the present time by the same gentleman, who has recently associated with him, C. S. Reynolds.

This last named paper and the "Dispatch," are believed to be well supported, considering the very few English-speaking people of the city, who take an interest in affairs of which newspapers treat.



A paper printed in the Spanish language called “El Republicano,” has been printed in the city for the past four years. The struggle for Liberty in Cuba, seems to animate all classes and sexes of the people of that misgoverned island who have sought our shores, and the patronage of the paper may be said to be all sufficient to sustain it.

#### HEALTH OF THE CITY.

There can be no subject embraced in the history of your city, gentlemen of the City Council, of more importance to its welfare than the measure of health to be enjoyed by its citizens. I regret that statistics bearing upon the topic have been so grossly neglected.

From a table compiled by Mr. Whitehead, I am enabled to give a statement of the mortality of your city, at a comparatively early period; and from your present Health Officer that of the past and present year. Mr. Whitehead's record gives the total of deaths in eight years as two hundred and thirteen, including both residents and non-residents, many of the latter having been brought to the island sick; but not including a few soldiers who died during the two last years of the period.

	MALE.	FEMALE.	TOTAL.
In 1829	33	16	49 <sup>1</sup>
1830	10	4	14
1831	18	4	22
1832	18	3	21
1833	20	7	27 <sup>2</sup>
1834	23	7	30
1835	(Sexes not stated.)		13
1836	16	11	16
1837	(Sexes not stated.)		21
Total in nine years,			213

The diseases producing these deaths are also given, but the details would be tiresome for you to listen to. Let it suffice

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<sup>1</sup> Some fevers prevailed.    <sup>2</sup> Some few cases of Cholera.

to say that, intemperance and consumption—notwithstanding cholera to some small extent prevailed, gave the greatest number to the grave. It should be borne in mind also that this was upon the very threshold of the settlement of the Island, when it was necessary to clear the land of its native growth, in order to make room for the habitations of men; and when the residents were necessarily subjected to many privations, and without proper means for the preservation or recovering of their health.

From the present Health Officers' report, it appears that the number of deaths in the year 1875, was two hundred and sixty-eight. Remember that this was one of our yellow fever years, and what do we find from this report to have been the number of cases of that disease, so much dreaded as to have caused the army to retreat in haste, if not in disorder, and the navy to abandon our waters? The insignificant number of thirty-five; whereas, we find by the same report that deaths to the number of thirty-nine, (four more than that from yellow fever) were caused by *Phthisis Pulmonalis*; otherwise called Consumption. And to the last day of the past month, the first six months of the present year, the number of deaths was one hundred and forty-six, a fraction over fourteen to the thousand. Of this number seventy-eight were infants under seven years, (sixty-eight of whom were under two years,) and twenty-two between fifty and ninety.<sup>1</sup>

So far as health is dependent upon equability of temperature and salubrious winds, we certainly have no cause for apprehension. The prevalence of our Trades for nearly two thirds of the year, affords little scope for the injurious effects of malarious influences, and the extreme range of the mercury in the shade, from the meteorological observations made at different periods, appears to have been only 54 degrees; 95° being the maximum, recorded in several years, and the minimum 41°, recorded in 1868. The lowest temperature

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<sup>1</sup> See Appendix, Note M.

previous recorded was  $44^{\circ}$  in the winter of 1836-7, when great damage was done to the orange and other fruit trees on the main land.

The mean temperature of the last year from July 1st, 1875, to June 30th, 1876, according to the observations of Mr. Melbourne, was  $77.7^{\circ}$ ; differing but little from the result of observations made at the Custom House from 1829 to 1838 inclusive. The mean during that period being  $77.3^{\circ}$ . The rain-fall the last year was 39.23 inches, nearly eight inches above the average of Mr. Whitehead's observations.<sup>1</sup>

#### THE POND.

As a precautionary measure against malarial influences, the city authorities, by the charter of 1838, were prohibited from filling up the streets running through a portion of the city at that time known as "The Pond." By looking at Whitehead's original map of the island, it will be perceived that it covered the land on which the City Hall is erected, and was in reality an inlet from the waters of the harbor, the entrance to which was from the north, about midway between Greene and Front streets, passing the site where stood for several years *the* blacksmith shop of the city. Crossing Simonton street it spread out so as to include at Ann street nearly the whole space between Greene and Front streets, and extended southerly fully three hundred and fifty feet in width, to the south side of Duval street, and then southwesterly, gradually diminishing in width, until it reached Whitehead street near the corner of Caroline street, where its dimensions were merely those of a narrow stream, and terminated in the opposite lot, where now stands the stone building used as the United States Court House. At some stages of the tides the whole of this area was an unbroken sheet of water. With the exception of a portion bordering on Ann street, between Front

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<sup>1</sup> See Appendix, Notes N, O, P and Q.

and Greene streets, all this valuable business portion of your city is now occupied by many large factories, stores and private residences. Not only were the authorities of the city restricted from filling up the streets, but the owners of lots covered by said pond were also restrained from so filling them up as to impede the flux and reflux of the tide.

For many years a foot-bridge existed on Duval street, commencing near the present St. James Hotel, and running to within a few feet of the corner of Caroline street. This bridge was of the rudest construction, built soon after the settlement, and was often out of repair, but nevertheless was travelled by the young bloods and damsels of our city at that day, for the frequent and pleasurable opportunities afforded of more closely drawing the arm of the timid young lady to the side of her escort, or, perhaps, of officiously taking the unnerved hand in assurance of protection. The young gentlemen of to-day enjoy no such happiness.

A shorter bridge, ten or fifteen feet in length, afforded a passage across the entrance to the pond, about on the line of Simonton street, was a more durable structure and kept in better repair for the passage of drays and other vehicles, it being the only crossing place to get to the northern part of the island, unless the circuitous route via Whitehead street was taken, but it fails to awaken the pleasurable recollections of the former. There was also a small bridge over the stream on Whitehead street. They are of the past; known to but few; with a sigh, if not a tear, let their existence be committed to history.

The great gale of October 11th, 1846, so altered the configuration of the island by the washing up of the sand, that the pond ceased to receive the tides, and the consequences apprehended as the result that might follow (which caused the restriction in the the charter of 1836, against filling up the streets or lots in the pond, which restriction was omitted in subsequent charters,) not having occurred, it was taken up by the city authorities themselves in 1853, and an ordinance

passed in November of that year, required the respective owners of the submerged lots to fill them in.

These lots being now in the hands of various owners, some of them complied with the terms of the ordinance, others suffered the work to be done by the city, and paid the costs of the filling; others again refused either to fill in or pay the expense incurred therefor.

The particular lot in this pond, on which the City Hall is erected, was yet owned by Mr. John W. Simonton, the original proprietor of the island. This lot was also filled in by the city, the proprietor being absent. The city went through the farce of selling the same at auction, and became the purchaser. Mr. Simonton, during his lifetime, took no notice of these proceedings, but to some of his particular friends intimated his willingness that the city should possess the land.

In 1871, and after the death of Mr. Simonton, the city authorities engaged my services to clear up the muddle which attached to the proceedings touching this lot, in consequence of the negligence of their predecessors, and although a lawyer, *I sedulously avoided the courts of law*, having had many lessons in the "law's delay," and went at once to "Equity" before two ladies. "Strange Judges," I think I hear from my young student friends. Not strange at all, young gentlemen. When you have been in the profession as long as I have, you will have learned that it is more safe to court *two* ladies on a point of honor and patriotism than all the judges of our own sex that ever wore long gowns and wigs, or any twelve men in a jury box.

Regard for truth, however, compels me to admit that I was not the only suitor before this honorable Court. I had the generous aid of Mr. Mallory and Mr. Moreno, the first the legal adviser, and the other the local agent of Mr. Simonton, during his lifetime.

On June 30th, 1871, Miss Mary B. Jones, Executrix of her father, Dr. Jones, of Washington City, the Trustee of Miss Florida Simonton (the only surviving heir of Mr.

S.) and Miss Simonton, the *cestui que trust*, (being of lawful age), gave judgment in my favor, and the city on that day obtained from Miss Jones, as Trustee *ex-officio*, a conveyance for this lot.

You will heartily join me, I am assured, in making this proper and public acknowledgment to these generous ladies.

#### BURIAL GROUNDS.

The first graves were made on the western beach, between the town and Whitehead's Point, and in 1830, a visitor on the island described them as being marked by a "few plain stones to tell that the possessors of the little tenements below, once lived and died, but the majority have merely the stones marking the length of each, but—

"Who sleeps below? Who sleeps below?"

Is an idle question now.

In 1831, a committee was appointed by the Town Council to select a proper site for the permanent location of a general burial place. Part of tract fifteen, lying between the termination of Whitehead street on the south beach and the point, was selected and used until 1847, when the present cemetery grounds were purchased. The destructive hurricane of 11th October, 1846, not only added largely to the number of our dead, but disinterred many who had been buried in the old tract. This circumstance give rise to the necessity of seeking another place for sepulture.

Up to this time the friends of the Northman and the Southron, the negro slave and his Caucasian master, the wealthy and the poor of all religious denominations, content with the Rites of christian burial, laid the bodies of their dead side by side to wait the final call at the general resurrection.

In 1868, the Rt. Rev. the Bishop of St. Augustine, secured from the City Council, the grant of three hundred feet square of an unoccupied portion of these grounds, for the considera-



tion of "One Dollar;" and as the conveyance reads, "to be devoted to the *exclusive* use of a Catholic burying ground, by and under the control of the said Bishop and his successors in office."

#### MONROE COUNTY.

When in November, 1828, the first division of the Territory of Florida into counties was made for representative and other purposes, (the Territory, before that time, having been governed by an organic law of Congress and a council authorized by that act); Monroe County, so named after the then President, comprised no insignificant portion of the Territory, as reference to the map of the (now) State will show. It commenced at Boca Gasparilla, on the Gulf of Mexico, extending up to the mouth of Charlotte river; thence up to the northern margin of that river to Lake Macaco; thence along the margin of that lake to its most eastern limit; thence in a direct line to the head waters of Potomac river; thence down said river to its entrance into the ocean: together with all the Keys and Islands off the Cape of Florida.

In 1836, out of these magnificent boundaries was carved another county called "Dade"—so named to perpetuate the name of one of the officers sacrificed in the Indian war, Major Dade, who went with his command from Key West to fall victims on their way inland from Tampa Bay. The boundaries of our county have several times since been reduced, still it is large. The greater part is covered with water, but it is nevertheless of great value. Not taking into account the amount consumed by the population of this city, we export as the products of these waters annually—

Of Live Fish.....	\$100,000
Of Salted Fish.....	30,000
Of Live Turtle.....	10,000
Of Sponges.....	100,000

Making a total of \$240,000, not included in the amount of exports as shown by Custom House records.

The following figures show the number of inhabitants within the county at the different decades, according to the United States' enumerations:

	WHITES.	COLORED.	SLAVES.	TOTAL.
1830.....	368	83	66	517
1840 <sup>1</sup> .....	516	76	96	688
1850.....	2,088	126	431	2,645
1860.....	2,302	160	451	2,913
1870.....	4,631	1,026	..	5,657

True, our county cannot show the broad and extensive acreage of the others in cotton fields, (perhaps a providential blessing), but sufficient under our semi-tropical climate to be of great value. Ten years ago the man who *talked* even of producing the pineapple as an article of commerce was looked upon as a fit subject for the pleasant embraces of a straight-jacket. Behold to-day the pineapples and other tropical fruits, the result of the enterprise and industry of Benjamin and Henry Baker at Key Largo,<sup>2</sup> and of others on our hitherto neglected islands, and bear in mind that almost all the lands in your county are public lands, obtainable under the Homestead Act of Congress, for such trifling sums as the perfection of the necessary papers required.

Look around upon our own little island, this "Gem of the Sea," and view the majestic Date-Palm with its many clustered branches of fruit, the tall and stately Cocoanut, the Lime, Lemon, Grape, Pomegranate, Guava, Sapadillo, Banana, Orange, Mango, Citron, Fig, Plum, Sugar-cane, and various other fruits and plants.

All these things we know can be produced on every acre of land in our county, because we see them daily growing

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<sup>1</sup> Key West only. It appears that no enumeration was made that year at the other settlements. The population of *Dade county* since it was set off from Monroe in 1836, has been as follows: 1840, 446; 1850, 159; 1860, 83; 1870, 85.

<sup>2</sup> The hurricane of October 19th and 20th, 1876, before alluded to, destroyed the pineapple grove of the Messrs. Baker.

around us in our own enclosures, on this comparatively unproductive island.

Look at our meteorological records.<sup>1</sup> The almost uniform temperature, equalling that of Italy or the South of France, and not obtainable elsewhere on this broad continent of North America, gives to the portion of the State which we inhabit, an almost exclusive monopoly of agricultural pursuits, in all the tropical fruits and vegetables raised outside of the line of frost.

It is asked why South Florida to-day speaks only through me of capabilities, which she has failed hitherto to make visibly patent to the world? The answer is at hand and will convince the most skeptical. War, cruel war, not such war as is said to be "the game of *Kings*, whose pawns are *men*, and stakes are empires;" but war! war with savages! the midnight torch, the tomahawk and scalping knife. For many long years was the settlement of the county outside of our island the scene of savage warfare with the Seminole Indians in our Territory, aided by bands of other tribes from abroad. The smouldering and blackened ruins of farm-houses, the mutilated bodies of women and children, testify to the causes which have impeded settlement and agricultural advancement.

Since 1857, we have been happily rid of these treacherous foes, but our land yet feels the scourge of another, and a fratricidal war at that. Let us hope that the day is not far distant when the spear shall in reality be turned into the pruning hook, when the extensive factories which surround us and meet our gaze on our several streets in this city, shall be furnished with the Tobacco necessary for the manufacture of the countless millions of segars which they will put out, grown upon the soil of our own county.<sup>2</sup> Within

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<sup>1</sup> See Appendix, Notes N, O, P and Q.

<sup>2</sup> Since writing the foregoing I have learned from Mr. E. O. Gwynn, an acknowledged judge of the quality of tobacco, that a few years since he purchased and caused to be made into segars, about 500 pounds of leaf tobacco raised at the Miami, in the adjacent county of Dade, of very superior quality.

a very recent period forty or more families have settled in the upper portion of the county, where Indigo, Coffee and Sisal Hemp may doubtless be cultivated to advantage, with all the other fruits and products named, and add largely to our exports.

The manufacture of salt upon the island has been already adverted to, but Key West is not the only place in the county where, by solar evaporation, the manufacture of salt can be made both productive and remunerative.

Within a distance of ten miles from the place where I now stand, on the island of "Boca Chica," nature has spread out inviting fields for the profitable investment of capital, and the labor of enterprising and industrious men who may engage in the manufacture of this indispensable article of commerce. "Boca Chica," has also a great advantage over many other places where salt can be made, in having a secure harbor, safe anchorage, and sufficient depth of water to allow the lading of a vessel with a draft of ten feet, from a wharf or pier of less than twenty feet from its shore.

"Duck Key" and "Knights Key" also possess natural advantages for the pursuit of the same business.

With a climate where the least clothing is most comfortable, and only just so much needed as modesty demands, with nothing of winter but the name, with waters abounding in fish and turtle, whose enjoyment is not burdened with tax or monopoly, with timber sufficient for building purposes, and an inexhaustible quantity for fuel, and with game in abundance, your county may well be called the "poor man's paradise." Temperance, frugality and industry are all that is needed to secure competence, if not wealth, and with flourishing institutions of learning already established on this island, we can well afford to establish others wherever and whenever needed.

It is gratifying to know that your county is out of debt, and with a surplus on hand over and above the incoming taxes of the present year; so that, there being no immediate

demand for funds, your County Commissioners have generously loaned \$1,500 to the Board of Public Instruction. All must admit the motive to be good, whatever views some may entertain of the sufficiency of the security.

In this connection, a matter of moment to all of you, seems to demand a passing notice, inasmuch as it is believed to be but little known and less understood by the community generally, and some of the officers of government especially, than it should be, and which affects the interests of the people inhabiting that portion of the island particularly subject to the jurisdiction of the "City of Key West," under and by reason of its corporate powers. I allude to the proprietary and possessory title in and to "Jackson square." There are those of you who are under the impression that, because of the fact that there is no instrument of writing, in the shape of a conveyance from the original proprietors of the island to the city authorities, granting the "fee," as the lawyers term it, coupled with the fact that the County Court House and Jail have been erected upon it, that the title to the Square is not wholly in "the City." Let me assure you that your condition as owners of this Square, is much better than it would have been if the original proprietors had given an absolute deed of it in "fee" to the city, for in that case it might have been sold from under your feet, and the money expended for a banquet to entertain the King of the Cannibal Islands, or some other illustrious dignitary from abroad.

The proprietors of the island, foreseeing that Key West must become the county seat of Monroe county, and the most fitting place for the exercise of the judicial powers of the United States in admiralty and maritime affairs, wisely made room in your city for the accommodation necessary to these purposes, and in the plan of the city, "Jackson Square" is delineated, and in the division of the island between the original agrarian proprietors, it was treated as "common" or "public," and the plan of the city with this delineation, being



made the incorporated area of your city by charter, gave to you in your corporate capacity all the proprietary rights vested in the original proprietors, save that of alienation, and vested in you, and you only, the right of possession.

You hold this Square and also "Clinton-place" by the same terms by which you hold the streets running through your city, not by express grant, but by an "implied use," or "usufruct." You can only lose your right when you suffer them to be used for other than public purposes, consistent with the nature of the usufruct.

By examining the original map of the city you will notice a figure or block marked "Jail," standing at a short distance from the line of Thomas street, and about midway between Fleeming and Southard streets. A jail constructed of the limestone of the island once stood on the spot indicated on the map. This jail was authorized to be built by means of the auction taxes levied on sales in this city, and Commissioners (Messrs. W. A. Whitehead and L. M. Stone) were appointed by the Legislative Council of the Territory to superintend its construction. These Commissioners purchased a lot or piece of land on which to erect the jail in another part of the city in 1831. Whether restrained by a conscientious regard for the rights and comfort of those settled, or to settle in the neighborhood of their purchase, or from what other motive does not appear, the fact remains that they erected this jail on Jackson Square; this they could not have done lawfully without permission of the "Town Council."<sup>1</sup> This old jail was completed and placed in charge of the Sheriff in May, 1835, and was torn down a

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<sup>1</sup> On submitting this portion of the address to Mr. Whitehead, the following has been received from him: "I do not now recall the reasons why, after actually purchasing a lot elsewhere for the jail, the project should have been abandoned and the building erected in Jackson Square. I do not think that any considerations of "the rights and comforts of those who might settle in the neighborhood"—which you very kindly suggest may have influenced the Commissioners—were entertained, but am disposed to attribute their action to a wish to consult the convenience of the officers of the Court by having the



few years ago. This fact, together with the length of time it was allowed to stand without question, removes the necessity of ascertaining by what authority it was erected, whether tacit or expressed. The lot referred to, as having been purchased by the Commissioners, is lot No. 2, in square 64, and and was sold by other Commissioners (Messrs. O'Hara, Wall and Sawyer) under authority of an act of the Legislature, approved 29th December, 1845, was purchased by Mr. F. J. Moreno, and is now occupied by Mr. Wm. Martinelly and others.

The old Court House, or County Court House (so called to distinguish it from the United States Court-rooms)—the local-

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two buildings—the Court House and the Jail—near each other, and to save some money for the then Territory.

“On laying out the town it was first thought desirable that the Public Square should be located nearer the water, and the block between Fitzpatrick street and Clinton place was thought of. Another project was to locate it at the “middle Spring,” as it was then called in square 61, but the fact that there was already a building on what is now Jackson Square, erected, if I mistake not, for the use of the county authorities before the survey was made or the town chartered, led to the selection of that square for the purpose. As you say in your address, there is no document emanating from the proprietors conveying the fee of the streets and squares, nor do I recollect that anything was said or thought of, at the time, relating to the control of Jackson Square. That, as well as the streets, was informally dedicated to public uses, and that there should ever arise any difference of opinion, in regard to its control, between the authorities of the county and the authorities of the town was never thought of. The former were virtually in possession, and I do not believe that any application was made to the town authorities for permission to erect the jail. I am not qualified to discuss the legal points that may be involved, but knowing as I do the views and wishes of all the original proprietors, I do not hesitate to affirm that it was their intention the square should be used for any legitimate purpose, either of town or county; and representing as I do, one-fourth of the original proprietary interest, I would be pleased to join those representing the other interests, in signing any document that might legally and effectually determine the rightful control. As such a course is probably impracticable, I would take the liberty to suggest the appointment of a Commission, composed of an equal number of representatives of the city and county authorities, (with the Judge of the United States District Court as umpire, in case of any disagreement) charged with all needful control of the premises. I think the circumstances fully warrant some such concession on both sides.”

ity of which is also shown on the map, as being on Jackson square, fronting on Whitehead street, was erected prior to 1828, and was altered and improved at the expensé of the United States, in 1830, while we were in our infancy as a Town, and part of the *Territory* of Florida. The Judges of the United States Court, used it during the Territorial existence, and is now used to hold the State Court in. The County Records are kept in the second story of this building, in the office of the Clerk of the Circuit (State) Court, who is the recording officer of the County *ex officio*.

Near the corner of Fleeming street on the same square, is the present county jail. This jail was authorized to be built by an act of the legislature of the State, in December, 1845, also from the revenues derived from auction sales. It is perhaps one of the best in the state, built of the lime rock of the island, and it is gratifying to add that few prisoners at any time are occupants.

While as citizens of the United States, we take befitting pride in celebrating this glorious day, and as citizens of Key West, in our own New City Hall, an ornament to our city, and a proud triumph over nature—erected on a spot within the memory of some of us present, which presented to the eye, a disgusting pond of stagnant water only a few years ago—let us not be content with the achievements of the past, but as co-workers as well as spectators of the future, use all the means we can to invite the settlement of an industrious population, into our county; cordially receiving those who may come among us with honest purposes, giving our influence to deserving enterprises, build up about and around us institutions of learning, foster commerce, agriculture and the mechanical arts, and make of South Florida in the near future, what we could wish she were to-day.

#### CONCLUSION.

To the Ladies particularly I would now address myself.

Hitherto I have forborne to notice any of your sex, to whom the present residents are indebted for having, by their example in the past, sown the seeds of those virtues from which they are now reaping the fruits.

Let me therefore be permitted (with feelings akin to filial regard and devotion) to place upon the canvas which is intended to represent your city, one portrait, one name, without which the picture would be more incomplete than it is—that of Mrs. Ellen Mallory, one of the earliest female settlers upon our island, one whose residence antedates the existence of our chartered rights as citizens of Key West.

Methinks I hear her musical voice to-day, as she was wont to speak, standing at the bedside of the sick and dying in days gone by. Catholic by rites of baptism, oh! how truly Catholic, in the better and non-sectarian use of that term, was her life, devoted as it was to acts of kindness. Her husband having died shortly after their arrival, she kept for many years the only comfortable boarding house on the island, located first on the north side of Fitzpatrick street, and subsequently, after the Proprietors had expressed their appreciation of her character and usefulness, by a donation of a lot of ground, on her own premises, on the south side of Duval street near Front.

With many opportunities of becoming rich, she died comparatively poor. Next to her God, her devotion centered in her son Stephen R. Mallory, whom she brought to this island a child of tender age, and lived to see, occupying a seat in the Senate of the United States as one of the Senators from Florida.

Twice as I remember, I had the pleasure of receiving the proffered hand of this lady. First, with words of “welcome” to your city, when as a poor young man I became one of your number. Second, on the occasion of a sore affliction, when the balm of consolation gratefully reached my ears, and pointed my mind to contemplations of future usefulness.

She died in 1855. Her mortal remains lie in yonder cemetery respected of all men. She left no enemy on earth.

*Requiescat in pace.*

It is with great repugnance, and only after repeated solicitations, that I have consented to add to the foregoing address some references to a few of the incidents which transpired in your city, during the period embraced within the years 1861 and 1865. My unwilling consent has only been obtained upon the *plea of justice* to the memory of those now dead, whose confidence I enjoyed and whose sympathies I shared.

The disruption of social, conjugal, fraternal, political, and even of religious ties, wrought by real or fancied grievances, growing out of the mad passions of the hour during that period, serves as a beacon to warn against the danger of re-opening wounds not yet fully healed. Beside, my close connexion with many of the stirring and most prominent public events of that time, would seem to make me unfitted to become the historian of events so lately enacted. But while yielding to the desires of my friends, I must persist in confining myself to such subjects as have already been incorporated into history by others, and made matters of record elsewhere.

It will be remembered that the year 1860 opened upon our country at large under circumstances corresponding to those which had marked each preceding fourth year, in which a President of the United States had been chosen. From Maine to Florida, from the Pacific to the Rio Grande, men arranged themselves into parties, while many sought new alliances and adopted the shibboleth of their respective organizations. We of this city straining our sense of hearing for the cry of "Wreck ashore," still found time, with our lilliputian voices, to imitate our more corpulent neighbors in shouting our cries of anticipated victory for a Breckenridge or a Bell.

Shocked to a great degree, by what some considered *at least* bad faith, in many of the leading men of the nation, who openly sympathized with the John Brown incursion into Virginia, at Harper's Ferry, and almost driven to despair of the

Republic, by the unsatisfactory condition in which the nation was left at the adjournment of a boisterous Congress, and the weakness of the then Federal administration; our citizens, though deeply moved, awaited events with ill-concealed anxiety. The success of the Free Soil or Republican party at the election in the Fall of that year, coupled with the action of the State of South Carolina,—to which was soon after added a Proclamation by the Governor of Florida for a Convention of the people, to take into consideration the then present and future relations of Florida toward the Federal Government,—brought boldly and abruptly to view the question of Union or Disunion, by some at that time derisively and tauntingly expressed as *Secession or Submission*.

In pursuance of a previous notice for that purpose, the citizens of the island in larger number than had ever before met to discuss any question, theological or political, assembled at the County Court House on the evening of the 12th of December, 1860.

What transpired at that meeting was published in the city newspaper of that time, the *Key of the Gulf*, edited and published by Wm. H. Ward, and reads as follows :

“Pursuant to previous notice, a mass meeting of our citizens was convened at the Court House on the evening of the 12th inst., for the purpose of nominating Delegates to the State Convention, to assemble in Tallahassee on the 3d day of January, 1861, for the purpose of taking into consideration the dangers incident to the position of this State in the Federal Union, etc. It was the largest meeting ever held in this city.

“Hon. J. P. Baldwin was called to the Chair, and Charles Tift and Peter Crusoe, Esqrs., were appointed Secretaries. The Chairman having explained the object of the meeting, speeches were made by the following gentlemen :

“Hon. Wm. Marvin, U. S. Judge for this District, was for the Union; wait for the border States and secede with them. He announced himself as a candidate for the Convention.

“Wm. H. Ward, Esq., in favor of Secession and a Southern Confederacy.

“S. J. Douglas, Esq., for a Southern Convention, and failing to get what it should demand, to go out with them.



"W. C. Maloney, Esq., said he was for *"the Union first, the Union last, and the Union always."*

"W. C. Dennis, Esq., favored waiting for the action of the border States, and announced himself as a candidate for the Convention.

"Wm. Pinkney, Esq., wished to wait for the border States.

"Asa F. Tift, Esq., would go with the Southern States.

"J. L. Tatum, Esq., for secession.

"At midnight the meeting adjourned to the evening of the 13th, when it again met. After a few speeches were made, the Hon. Wm. Marvin, Winer Bethel, and Wm. Pinkney, Esqs., were placed in nomination and the vote taken by holding up of hands, with the following result:

Marvin,	33 yeas,	26 nays.
Bethel,	66 "	1 "
Pinkney,	62 "	2 "

"Very many citizens refused to vote at all, or to be bound to the nominations. "The meeting then adjourned."

Mr. Marvin's official position as Judge of the U. S. District Court, being urged as incompatible with his duties as a Delegate, Asa F. Tift was subsequently nominated in his place. The opinions of the Delegates were better known to themselves than to their constituents, and the result of the labors of the Convention thus attended, you are as well informed as myself.

While the Convention was deliberating, Capt. John M. Brannan, in command of a company of U. S. Artillery, of less than 30 men, stationed at this post, following the example of Major Anderson, of Fort Sumter celebrity, evacuated the barracks in the northeastern section of the city, and moved his men and garrison equipage into Fort Taylor. This was done by the advice of Judge Marvin and Charles Howe, Collector of the Customs. It was commenced on a Saturday night and consummated on the following morning, without noise or parade. No suspicions were excited, as Capt. Brannan, as well as the other gentlemen named, and the rest of the leading citizens, attended the religious services of Sunday as usual; and although this action was considered by many truly loyal citizens as uncalled for under the circumstances, it undoubtedly tended to strengthen



the authority of the United States on the island. It was, however, seized upon by those who looked forward to self preferment under a new government, more anxiously than to peace, honor and prosperity of the whole under the old one, to inflame the minds of the masses, and not without effect. No excesses, however, were displayed, the U. S. District Court kept along the even tenor of its way, the Collector of Customs entered and cleared vessels as usual, without molestation, and the Post Office was peaceably resorted to for the receipt and despatch of letters as before.

Things continued in this unsettled condition even after the announcement of the secession of South Carolina and Florida. Those whose attachment to the Union was at no time very strong, were daily giving in adhesion to the views of those with stronger or perverted minds, who looked forward with complacency to the disunion of the States, peaceably if possibly, forcibly if necessary.

The necessity which seemed to compel the Chief Magistrate elect, of the Republic, to reach the capitol in disguise, added force to the arguments of those, who now openly advocated secession as a necessary consequence, growing out of the boldness of the rebellious and the timidity of those who were almost despondent.

It was in vain that the horrors of a civil war were recounted, as the history of England has revealed them. The pretended disbelief of some that an actual conflict of arms would occur,—doubtless suggested by the humane expression of that sterling patriot and soldier, Winfield Scott, “Let our erring brothers go in peace,”—with the taunting and insulting remarks on the floor of Congress, reflecting upon the character and determination of the Southern people, served only to made capital for the vapping few, who, too often, are permitted to lead the many unwisely and to their injury. About the latter part of the month of March, 1861, several of the vessels of our citizens had openly displayed flags said to represent that of the Southern Confederacy, while sailing

under papers issued by authority of the Government of the United States.

Happily for the permanent peace of the island, at about this time, April 6th, Major Wm. H. French, of 5th U. S. Artillery, reached here with his command. He had been stationed at Fort Duncan, Texas, and, in order to avoid surrender under the terms submitted by Gen. Twiggs, marched his four companies down the Rio Grande to Point Isabel and there embarked.

This opportune arrival of Major French gave reinvigorated hopes to those who had so often, with moistened eye and slowly beating hearts, looked for many anxious days upon the flag of the Union, not knowing but that it would disappear from their view forever.

Those citizens holding official stations under the government, as was to be expected of them, sought the acquaintance of Major French, and having discovered that he came as a friend, true to the flag he served and the honor of his sword, lost no time in bringing the joyful news to the ears of those who had long waited for the assurance, that they might indulge in the expectation of a reunited family of States.

More by the way of giving moral aid and comfort, than from any expectations of adding to the efficiency of the troops under Major French, then only two incomplete companies, added to the force of Capt. Brannan—two companies having been stationed at Fort Jefferson, Tortugas,—a movement was set on foot by Thos. J. Boynton, then United States Attorney, and others, for the purpose disclosed by the following document :

“ We, the undersigned Citizens of Key West, believing that the distracted condition of the Country demands that our services should be offered to her in this her hour of need, that we may assist in preserving the honor of our Flag, upholding the laws, and quelling rebellion, do hereby agree to form a Volunteer Company, and hold ourselves subject to the Commander of the United States Forces at Key West.”

May 16th, 1861.

A. Patterson,	Richardson Albury,	Shubael Brown,
Eldridge L. Ware,	Josephus F. Packer,	O. A. Hickey,
George D. Allen,	William Saunders, Sen.,	Elijah Carey,
James P. Lightbourne,	William Richardson,	Benj. G. Albury,
Henry Albury,	Jeremiah Pent,	David W. Marshall,
George Demerett,	Alexander Saunders,	William Saunders, Jr.,
Christian Boye,	Benj. Bethel,	Charles Howe, Sen.,
R. W. Welch,	John Braman, Sen.,	Latham Brightman,
E. O. Gwynn,	Benjamin Albury,	T. J. Boynton,
S. M. Davis,	John White,	G. F. Ferguson,
W. C. Maloney,	Martin Raymond,	Cornelius Curtis,
William Solomon,	Henry Williams, Jr.,	Wm. Marvin,
Nathan Niles,	Albert A. Johnson,	Robert B. Bingham,
Joseph Almeda,	Henry Williams, Sen.,	Thomas Albury,
E. D. Braman,	Edward Bickford,	Christopher Dunn,
Frederick Engert,	Joseph Williams,	James Pent, Jr.,
Hiram B. Dailey,	G. Wm. Gibbons,	Clemente McChow,
Joseph B. Kemp,	Patrick Casey,	Alonzo A. Austin,
William Reynolds,	Thos. Lumley,	Hezekiah Thrift,
Daniel Davis,	John Albury,	Alex. Marshall,
John Gordon,	John O. Braman, Jr.,	Dennis W. Kelly,
Calvin Park,	Thomas W. Kemp,	Manual Gonzales,
John Gardner,	Lewis E. Pierce, Jr.,	Augustus P. Marillac,
Joseph Kemp,	Lewis E. Pierce, Sen.,	William H. Albury,
Charles Howe, Jr.,	George R. Pearce,	Peter T. Williams,
Edward C. Howe,	James Pent,	John Butler,
James Wetherford, Jr.,	William Sands,	Daniel O'Hara,
Edward F. Papy,	William McDonald.	Henry Demeritt,
James Egan,	Wm. H. von Pfister.	William H. Pearce,
G. W. Ferguson,	John Pent, Sen.,	John Beck,
Wm. Demeritt,	James Roberts,	Peter L. Jaycocks,
Henry Williams,	Richard Albury, Sen.,	Wm. Marshall,
Charles Cox,	D. Moffat,	Francis B. Dailey,
Arthur McAllister,	James Simpson,	Wm. A. Pitcher,
George Wood,	Joseph Stickney,	Benjamin Albury.
Robert Sawyer,	Joseph Garcia,	
Joseph Andrews,	M. Farina,	

The individuals thus organized, on the day named, having assembled in the large room in the building adjacent to the St. James Hotel, proceeded to Fort Taylor, and to myself was assigned the pleasing and honorable post of orator for the occasion. The contents of the paper having been read in presence of Major French, and mutual assurances of fidelity interchanged, after a kind and hospitable entertainment, the company returned to the city and to their several avocations.

According to promise the company spoken of were furnished arms by Major French, and having chosen their officers, the late Daniel Davis becoming their captain, familiarized themselves with their use, until Col. Joseph Morgan, of the 90th Regiment, N. Y. Volunteers, military commander of the island, disarmed them in 1863, and thereupon they disbanded.

Early in February, 1863, great excitement was created by an order from the commander of the post banishing all persons, both male and female, who had near relatives in any of the rebellious States. By this order it was estimated that about six hundred of the citizens, including a number who were recognized as staunch Union men, were directed to hold themselves in readiness to embark for Hilton-head, thence to be transferred to some Confederate post. "The town, wrote a loyal citizen at the time, "has been in the utmost state of excitement. Men sacrificing their property, selling off their all, getting ready to be shipped off; women and children crying at the thought of being sent among the rebels. It was impossible for any good citizen to remain quiet and unconcerned at such a time." Expostulations from the United States officers, and from the Naval officers on the station, were fruitless. Col. Morgan, misconstruing his instructions, was inflexible, one, if not more, of the gentlemen remonstrating being threatened with arrest for interfering.

On the 27th February a transport was to leave with some of those who were to be forever banished from their homes. Their baggage was already on the wharf when deliverance came. Information having been communicated to General Hunter at Hilton-head of the state of affairs at Key West, he immediately despatched Col. J. H. Good with the 47th Pennsylvania Regiment, to relieve Col. Morgan and his command; and Col. Good, arriving at the critical moment referred to above, at once directed the return of the banished to their houses with their goods, and revoked the order of his predecessor. It need scarcely be said that rejoicing everywhere took the place of the grief that had been so manifest.

As to the thousand and one other incidents connected with this period, some recalling scenes of pleasurable emotion, others of disgust and alarm, they are written in a Book of Chronicles to be opened for perusal when the hand which has recorded them shall have fallen lifeless by the side of an inanimate body.

## APPENDIX.

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THE necessary limitation as to the time to be devoted to the delivery of the foregoing address, precluded the introduction of much incidental matter that would have further illustrated the history of the island. Some of this it has been thought advisable to introduce here, under the belief that it will prove interesting to many who may wish to be made better acquainted with the men and measures that laid the foundations of our city's welfare; and other matter, since obtained, has been added also.

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### NOTE A. PAGE 6.

#### JOHN WATSON SIMONTON.

MR. SIMONTON was a native of New Jersey, but his business connections were with several Southern cities and with Cuba. After the settlement of Key West, his winters for several years were generally spent here, his northern residence being, Washington, D. C. He had an extensive acquaintance among the members of Congress, and was on intimate terms with several prominent men of the then administration, his influence always being exerted for the best interests of the island. After the location here of the United States troops in 1831, he was for some time sutler of the post, and was subsequently interested in the manufacture of Salt, as the representative of a company whose stock was principally held in Mobile and New Orleans. He afterward engaged in business in the latter city and died in Washington in May, 1854. His social qualities, amiability of temper, energetic business habits, and various places of residence, caused him to have an extensive circle of friends and acquaintances.

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### NOTE B, PAGE 6.

#### JOHN WHITEHEAD.

MR. JOHN WHITEHEAD was the son of William Whitehead, Cashier of the Newark Banking and Insurance Company, the first bank chartered in New Jersey, and his early years were spent as a clerk in that institution. He subsequently entered a mercantile establishment in New York, and was among the first to organize a partnership and emigrate to Mobile. His first acquaintance with the island was in 1818. Having been shipwrecked on the Bahama banks, on his way to Mobile from New York, the vessel in which his voyage was con-



tinued put into Key West harbor, giving him an opportunity to observe its peculiar adaptation for the purposes to which it was soon after applied. He was consequently prepared to enter with alacrity into the arrangements of his friend, Mr. Simonton, for its settlement, so soon as they were made known to him. His business relations at the island were, at first, on his own individual account, but from September, 1824, to April, 1827, he was one of the firm of P. C. Greene & Co. Although that partnership was dissolved, he continued, with some intermissions, to regard the island as his residence until about the year 1832, when he established himself at New Orleans in the insurance business; and thence, a few years thereafter, removed to New York, where he died August 29th, 1864. while holding the Vice Presidency of one of the leading insurance companies of that city. He visited the island for a short time during the winter of 1863, when on a voyage for his health, accompanied by a nephew, (a son of his brother, William A.) whose early childhood had been spent on the island. This visit enabled him to renew his acquaintance with several with whom he had been associated when a resident. Mr. Whitehead was a very accomplished merchant. He left no children.

#### JOHN WILLIAM CHARLES FLEEMING.

MR. FLEEMING, like Mr. Whitehead, was a personal friend of Mr. Simonton, and engaged in mercantile business at Mobile when the purchase and settlement of Key West were first thought of. He accompanied the first party to the island in 1822, but left before the end of the year for New Bedford, Mass., where he married. Taking a warm interest in the projected salt works, he came to Key West in the autumn of 1832, expecting, ultimately, to make arrangements for commencing the manufacture on his own portions of the Salt Pond, but died on the 19th of December of that year, and his remains were deposited where St. Paul's Church now stands. Mr. Fleeming was a gentleman of culture and of refined tastes, and Mr. W. A. Whitehead, then Collector of the Customs, with whom he resided, in a letter written at the time, thus expressed his own and the public's estimation of their loss:

"On depositing in their last resting place the remains of him who for a short month had added so much to my pleasure and comfort, I bade adieu to many fond anticipations of enjoyment which I had expected to realize, not only during the present winter, but for many years to come. There was hardly a subject in literature, the arts or the sciences, on which he could not converse and *give information*, and yet unpretending in his manners, mild and amiable to an extent seldom met with in men of his age and standing.

"Everything I do reminds me of him, for his habits and pursuits were so similar to my own, notwithstanding the difference in our ages, that he seemed to be connected with me in all my desultory pursuits. Many delightful plans for amusement and instruction during the winter in which we were to be partners—our drawing—our music—in fact every employment that could tend to wile away agreeably the hours not required for our daily duties—has by



this blow been so entirely demolished that it will be long ere my feelings will resume their wonted elasticity. My private loss is great, but never has Key West experienced before a calamity to be compared with his death. Many years will pass away, before our island will have ou it a man so able to bring to light the capabilities of the natural salt ponds, to which we look for the ultimate prosperity of the place, as he had for many years made the manufacture of salt his study ; and probably there is not a man in the United States who understood it as thoroughly as he did."

Mr. Fleeming left one daughter. His widow became the wife of Mr. George B. Emerson, of Massachusetts.

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NOTE C, PAGE 7.

PARDON C. GREENE.

MR. GREENE had been for several years master of a vessel in the merchant service, trading between Northern and Southern ports and Cuba. As stated in the text, he personally took up his permanent abode on the island soon after its first settlement, but the residence of his family continued to be in Rhode Island. He died in the autumn of 1838, having for several years been in ill health from inflammatory rheumatism. "Greene's Wharf" and "Warehouses" were for many years the only ones of any prominence. His only child, William C. Greene, died at Fort Jefferson, Tortugas, in October, 1860.

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NOTE D, PAGE 9.

THE public documents printed by Congress, and the records of the Navy Department, contain a large amount of interesting information respecting the views of the Government and the events of this period. Some few extracts are here given :

REPORT OF SECRETARY OF THE NAVY TO THE PRESIDENT.

NAVY DEPARTMENT, December 29, 1822.

"SIR—The Secretary of the Navy, to whom has been referred the resolution of the House of Representatives of the 20th inst., requesting the President of the United States to inform the House " what appropriation will be required to enable him to fortify Thompson's Island, usually called Key West, and whether a naval depot, established at that Island, protected by fortifications, will not afford facilities in defending the commerce of the United States, and in clearing the Gulf of Mexico and the adjacent seas from pirates," has the honor to report: That the geographical situation of the island referred to in the resolution, has for some time past attracted attention, and been considered peculiarly important, both as a military position and in reference to the commerce of the United States.

"The commander of one of our public vessels, cruising in that quarter, was accordingly directed last winter to touch at this island and take possession of it as a part of the territory ceded by Spain to the United States, and to make such general examination as might be useful in forming an opinion of the advantages of the place, and the propriety of a further and more particular survey. From the report of Lieutenant Commandant Perry, who was charged with this duty, it has been satisfactorily ascertained that this position affords a safe, convenient and extensive harbor for vessels of war and merchant vessels. His instructions, however, did not require him to make so minute a survey as was necessary, in order to judge of the extent to which this place might be safely and advantageously occupied and improved as a naval depôt.

"Captain Patterson has since been instructed to make a further examination and survey, and is now engaged in that business; his report may be expected before the adjournment of Congress. There can be no doubt, however, of the importance of this island and its contiguous waters, in various points of view. The harbor affords a safe and convenient rendezvous for our public vessels cruising in the West Indies and the Gulf of Mexico, and the island a very suitable depôt for provisions and supplies. From the peculiar dangers of the navigation along the coast and among the Florida Keys, our merchant vessels are frequently driven by distress to seek a harbor; and, for want of one in our own waters, are under the necessity of making a port in the island of Cuba, which subjects them to considerable additional expense. This island also affords a very eligible depôt for wrecked property, and which is highly necessary and advantageous when the navigation is attended with so many dangers and difficulties. We are at this time in a great measure dependent on the wreckers of New Providence, for the protection of our property in case of shipwreck. This not only gives employment to a great number of foreign vessels and seamen, but it subjects our merchants to heavy expenses. These are some of the obvious benefits of this position in time of peace; but its advantages in time of war with any European power having West India possessions are still more important, both as it respects the protection of our own commerce and the annoyance of our enemy. An enemy with a superior naval force occupying this position, could completely intercept the whole trade between those parts of our country lying north and east of it and those to the west, and seal up all our ports within the Gulf of Mexico. It may therefore be safely answered, to one branch of the inquiry made by the resolution, that if this island is susceptible of defence, a naval depot established there would afford a great facility in protecting our commerce, and aid in the suppression of piracy. But this Department has not the means at present of forming any estimate of the appropriation necessary for protecting and defending this position by permanent fortifications, or of determining whether it is even practicable. It is believed, however, that it is susceptible of such defence, at an expense that would be justified by the importance of the place; but to form any tolerably satisfactory estimate of the amount, an accurate survey and calculation, by competent engineers, is indispensably necessary.

"This island is considered so advantageous and convenient a place of rendezvous for our public vessels on the West India station, that it is intended to make it a depôt for provisions and supplies for the expedition against the pirates, lately authorized by Congress, to be secured in temporary buildings, under the protection of a guard of marines.

"All which is respectfully submitted."

"SMITH THOMPSON."

"The President of the United States."

Commodore Porter's communications to the Department abound in expressions which show his high appreciation of the advantages likely to result from the occupation of the island by the United States as a naval station. Under date of May 11th, 1823, when asking for an increased number of vessels and men, he said:

"From the importance of the trade of Cuba and the Gulf of Mexico, the whole of which is protected from this place, with a force not equal to one frigate, I presume my requests will not be considered extravagant. The arrivals and departures of American vessels from the port of Havana alone, average about thirty per week, and those from Matanzas about twenty. Not a day elapses but that great numbers of American vessels are to be met passing through the Gulf, and since an establishment here, they daily in numbers pass in sight of us. I mention these facts to give you an idea of the importance of this station and to show the propriety of augmenting the force by the additions which I have asked."

Under date of November 19th, 1823, he said: "The fixing an establishment at Thompson's Island for rendezvous and supplies has had a most happy effect in attaining the object had in view. Its vicinity to Havana, placed, as it were, in the thoroughfare of vessels sailing through the Gulf, making it, in many points of view, an object of great importance to the United States."

Commodore Rodgers thus mentions the island under date of November 24th: "Nature has made it the advance post from which to watch and guard our commerce passing to and from the Mississippi, while, at the same time, its peculiar situation, and the excellence of its harbor, point it out as the most certain key to the commerce of the Havana, to that of the whole Gulf of Mexico, and to the returning trade of Jamaica; and I venture to predict, that the first important naval contest in which this country shall be engaged, will be in the neighborhood of this very island."

On the 16th of April, 1823, as if anticipating the trials that were soon thereafter experienced, Commodore Porter wrote: "In the present state of the establishment, it will be in vain to look for the comforts, which the fatigue of the kind of life we now lead make more necessary to us than they would be at other times, without the convenience which a ship affords." Sickness prevailed this summer to a great extent, and we find the reports of the officers to the Department and from the Department to the President replete with explan-

tions as to the causes, and apprehensions as to the effects upon the permanency of the establishment. "Had the necessary number of medical men been furnished this year," wrote Commodore Porter, "the squadron would have been no doubt in a great measure saved from the deplorable consequences which have resulted, as the disease, in its commencement, was completely under the control of medicine; but I regret to say that several perished without receiving any medical aid whatever, and without ever seeing a physician."

From the depressing influence which this sickness had upon the growth of the settlement for some years, the following extracts are given from the report to Commodore Rodgers made by Surgeons Harris, Washington, Hoffman and Williamson, dated "U. S. Schooner Shark, Thompson's Island, October 29th, 1823"—

"To these miasmatic causes of disease were added others of equal if not greater magnitude. They have arisen, 1st. From the sudden exposure of Northern constitutions to a tropical climate at a period when the ordinary relaxing effects of a change from a cold to a warm season were aggravated by a difference of 14 or 15 degrees of Southern latitude. From this cause, they were, in the space of two or three weeks, operated upon by an increase of temperature of at least 50 degrees.

"2d. From the great fatigue and exposure by day and night of the officers and crews engaged in the boat service, and from the want of comfortable quarters for those who had encamped on the island.

"3d. From irregular and frequently intemperate habits.

"4th. From being too often deprived of fresh and wholesome provisions.

"5th. From the continued annoyance of mosquitoes and flies, which deprived the men of their accustomed rest. So insupportable, indeed, became these troublesome insects, that the men were frequently obliged to retire to the beach, where they walked the greater part of the night. Others, we have been informed by the officers of the station, would row off in boats some distance from the shore, and thus expose themselves either to the heavy dews or drenching rains peculiar to the climate.

"6th. From being operated upon by the depressing passions arising from apprehension awakened by the the prevailing epidemic, and by the obvious want of comforts by those who were affected with disease.

"These fruitful sources of fevers will abundantly account for their extent and fatality. Taking into consideration the great liability of persons from the higher latitudes to disease, when even slightly exposed to hardships in the tropics, it ought not to be a subject of surprise that the severely arduous service, in which our officers and crews have been engaged, has occasioned so many sacrifices of valuable lives."—

They state that with the exception of one case of yellow fever, bilious fever prevailed until 20th June, and the cases yielded readily to the agency of medicine, at which time it assumed in many instances a highly malignant form.—

"This disease now commenced on board the store ship Decoy, which was rendered unhealthful by the impurity of her hold, a quantity of ballast was put on board from this island, containing shell-fish and sea-weed, which, by the heat of a tropical climate, was thrown into a state of putrefactive fermentation. Two of the cases, however, which occurred on board this vessel, were contracted by imprudent exposure to a noonday heat in the streets of Havana."

The Secretary of the Navy, under date of September 21st, drew the attention of the President to the impropriety of abandoning the island. "It ought not," said he, "readily be deserted. It is very desirable to save it," and Commodore Rodgers wrote a letter to the Secretary on the 16th November, containing these sensible passages :

"U. S. SCHOONER SHARK, HAMPTON ROADS, Nov. 16, 1823.—From the little experience I have had, my opinion is that the climate of Thompson's Island is similar to that of the West India Islands generally; that its air is perhaps less salubrious than some, but more so than others; and that notwithstanding the objections which may be urged against it, on account of particular defects arising from its small elevation above the level of the sea, the unevenness of its surface, and the many salt and fresh water ponds which it is said to contain, still, that it is, from the excellence of its harbor and its peculiar station on the map of this Western Hemisphere, too important an object, in a political and commercial point of view, to be suffered to remain unoccupied and unregarded, for, admitting its climate, in its present unimproved state, to be as unfriendly to health as even that of the Colony of Surinam, it is, notwithstanding, susceptible of being so improved, or at least, the dangers attending it so much diminished, by artificial means (such as I will hereafter describe), as to render the objections to it, if not harmless, at least comparatively small."

These remonstrances had the desired effect in preventing the abandonment of the island, but apprehensions of disease continued to exert an influence, as in more recent periods, to repress the progress of Governmental improvements, notwithstanding the endorsement of Commodore Porter. "The malady with which the naval forces were afflicted," wrote the Commodore, "had its origin in the excessive severity of the duty performed, and the total absence of every description of comfort. The disease was contracted among the haunts of the pirates on the coast of Cuba, and not, as is generally supposed, at Key West."

Although the early recognition by the Government, of the importance of the island for all commercial and maritime purposes, undoubtedly tended to advance eventually the interests of the proprietors, they were, for a time, subjected to much inconvenience and loss. They were not allowed to do what they would with their own, even occupancy of their own buildings being under restraint. Quantities of wood were cut from their land, sheep and swine that they had purchased and turned loose upon the island were appropriated to the use of the land and naval forces, and various other impositions had to be submitted to, for which they never received any remuneration, mainly on the ground that their damages were not sufficiently detailed to admit of a specific valuation in dollars and cents.



## NOTE E, PAGE 14.

## LIST OF JUDICIAL OFFICERS OF THE SOUTHERN DISTRICT OF FLORIDA.

Obtained from the State Department through the courtesy of the Hon. John L. Cadwalader, Acting Secretary of State.

## JUDGES.

APPOINTED.		APPOINTED.	
James Webb.....	May 26, 1828	W. W. Lawrence <sup>1</sup> .....	September 9, 1863
" ".....	March 17, 1832	Thos. J. Boynton....	October 19, 1863
" ".....	March 14, 1836	John M. McKinney.....	November 8, 1870
William Marvin.....	March 3, 1847	James W. Locke.....	February 1, 1872

## ATTORNEYS.

APPOINTED.		APPOINTED.	
William A. McRae....	April 20, 1828	L. Windsor Smith.....	November 3, 1847
John T. Stower.....	May 26, 1829	William R. Hackley.....	August 27, 1850
John K. Campbell....	April 5, 1830	John L. Tatum.....	March 1, 1858
Edward Chandler.....	May 8, 1834	Thos. Jeff. Boynton...	April 5, 1861
William Marvin.....	June 20, 1835	Homer G. Plantz.....	May 28, 1868
Charles Walker.....	March 26, 1839	C. R. Mobley.....	June 2, 1869
L. Windsor Smith.....	July 21, 1840	G. B. Patterson.....	February 6, 1875
George W. Macrae....	August 24, 1842		

## MARSHALS.

COMMISSIONED.		COMMISSIONED.	
Henry Wilson.....	May 26, 1828	Walter C. Maloney.....	Sept. 24, 1850
Lackland M. Stone....	Mar. 4, 1830	Fernando J. Moreno....	May 15, 1858
Thomas Eastin.....	Dec. 20, 1832	James C. Clapp.....	July 22, 1861
Charles M. Wells.....	June 8, 1836	George D. Allen.....	July 15, 1870
Joseph B. Browne....	May 25, 1840	James G. Jones.....	Feb. 24, 1875

The first name mentioned in Force's "Register and Blue Book," in connection with the Marshalship, is John Dean, but there is no record of any commission issued to him.

## NOTE F, PAGE 17.

THE following named gentlemen constitute the City government at present:

C. M. DE CESPEDES, *Mayor*.

W. H. MCCLINTOCK, *President of Board of Aldermen*.

GEO. B. PHILLIPS,	} <i>Aldermen.</i>
JOSEPH TERRANO,	
W. M. ARTRELL,	
JOHN JAY PHILBRICK,	
BENJAMIN ROBERTS,	
WILLIAM S. CURRY,	
JAMES A. ROBERTS,	
JOSE J. FIQUEROA.	

JOHN V. CORNELL, *Clerk*.

JOSEPH FAGAN, *Marshal*.

WILLIAM CURRY, *Treasurer*.

W. C. MALONEY, JR., *City Attorney*.

<sup>1</sup> Did not accept.



## NOTE G, PAGE 18.

## COLLECTORS OF THE CUSTOMS.

KEY WEST was made a District May 7th, 1822. The first Collector, Joel Yancy, was from Glasgow, Kentucky. Mr. Yancy did not remain on the island, but left a Mr. Dawley as his Deputy and Mr. Samuel Ayres as Inspector. Mr. Dawley died in June, 1823, and Mr. Ayres having resigned, the islanders were subjected to great inconvenience. Mr. Thornton, the purser of the port, took charge of the office, but at the request of the officer in command, Mr. Ayres assumed the duties as acting Collector on January 1st, 1824, but only served until the 15th of January, when, it is thought, some Revenue officer had arrived to fill the office temporarily, as no name is found to fill the position from January 15th, 1824, to October 5th, 1824.

COLLECTORS.	DATE OF COMMISSION.	ENTRANCE UPON DUTIES.	LEFT.
Joel Yancy.....	.....	December 19, 1822.	December 31, 1823.
Samuel Ayres (Acting). ....	.....	January 1, 1824.	January 15, 1824.
John Whitehead.....	February 9, 1824.	Declined.	.....
William Pinkney.....	July 22, 1824.	October 5, 1824.	May 27, 1829.
Algernon S. Thurston..	April 24, 1829.	May 25, 1829.	January 22, 1831.
William A. Whitehead.	November 18, 1830.	January 23, 1831.	June 30, 1833.
Adam Gordon.....	June 30, 1838.	July 1, 1838.	September 17, 1845.
Stephen R. Mallory.....	July 17, 1845.	September 18, 1845.	September 30, 1849.
Samuel J. Douglass....	August 9, 1849.	October 1, 1849.	May 8, 1853.
John T. Baldwin.....	March 18, 1853.	May 9, 1853.	March 25, 1861.
Charles Howe.....	March 22, 1861.	May 25, 1861.	July 26, 1869.
W. G. Vance.....	April 12, 1869.	July 27, 1869.	March 31, 1873.
Charles M. Hamilton...	February 10, 1873.	April 1, 1873.	October 31, 1873.
Frank N. Wicker.....	October 14, 1873.	October 14, 1873.	.....

## NOTE H, PAGE 20.

COMPARATIVE statement, showing the total value of Imports from, and of Domestic and Foreign Exports to, the principal Foreign Countries, at the Districts named, during the fiscal year ending June 30, 1875.

DISTRICTS.	IMPORTS.			EXPORTS.		
	IN AMERICAN VESSELS.	IN FOREIGN VESSELS.	TOTAL.	DOMESTIC.	FOREIGN.	TOTAL.
St. Johns, Fla...	\$472	\$1,662	\$2,134	\$79,470	\$72	\$79,542
Charleston, S. C.	200,521	479,882	680,343	19,655,966	—	19,655,966
Savannah, Ga...	353,596	402,305	755,901	26,666,666	—	26,666,666
Mobile, Ala.....	440,569	647,176	1,087,745	10,131,260	928	10,132,188
Key West, Fla...	741,985	9,427	751,412	591,836	32,795	624,631

VALUES AND DUTIES on Foreign Merchandise entered into Consumption, etc.

DISTRICTS.	VALUES.	DUTIES.	TOTAL VALUE.	TOTAL DUTIES.
Charleston, S. C. ....	{ * \$21,310 00 + 637,247 00	{ \$10,735 43 69,921 29	{ \$658,557 00	{ \$80,656 72
Savannah, Ga. ....	{ * 13,727 00 + 744,707 00	{ 6,076 77 54,548 32	{ 758,434 00	{ 60,625 09
Mobile, Ala. ....	{ * 33,986 00 + 1,060,229 00	{ 15,320 16 4,075 63	{ 1,094,215 00	{ 19,395 79
Key West, Fla. ....	{ * 575 708 25 + 180,995 44	{ 215,418 24 75,446 79	{ 756,703 69	{ 290,865 03
St. Johns, Fla. ....	{ * — + 2,133 51	{ — 417 92	{ 2,133 51	{ 417 94

\*Warehoused.

†Immediate Consumption.

ARRIVALS OF PASSENGERS, other than citizens of the United States, and the NUMBER OF VESSELS BUILT during the fiscal year ending June 30th, 1875, and the NUMBER OF VESSELS OWNED at each of the Districts.

DISTRICTS.	PASSENGERS ARRIV'D.			VESSELS BUILT.		VESSELS OWNED.			
	MALES.	FE- MALES.	TOT'L.	NO.	TONS.	SAIL- ING.	STEA- MERS.	TOTAL NO.	TONS.
St. Johns, Fla. ....	—	—	—	—	—	5	22	27	2,560
Charleston, S. C. ....	43	19	62	8	113	152	21	173	6,938
Savannah, Ga. ....	32	—	32	—	—	29	19	48	9,463
Mobile, Ala. ....	—	—	—	3	33	61	29	90	7,555
Key West . ....	929	886	1,815	6	139	104	2	106	2,915

## VESSELS BUILT AND OWNED IN KEY WEST.

YEAR.		TONS.	YEAR.		TONS.
1 1835	Sloop Mary McIntosh*	10	17 1868	Schr. Mary Elizabeth.....	9
2 1846	Schr. Youlee.....	10	18 1868	Schr. Gem of the Sea.....	18
3 1848	Schr. G. L. Bowne.....	120	19 1869	Schr. Annie.....	18
4 1849	Schr. Euphemia.....	134	20 1870	Schr. Louisa.....	18
5 1853	Schr. Florida.....	171	21 1870	Schr. W. G. Vance.....	18
6 1855	Ship S. R. Mallory†.....	950	22 1871	Schr. Ada and Norman.....	9
7 1856	Schr. Libbie Shepard.....	120	23 1871	Schr. Wild Eagle.....	18
8 1856	Schr. Amelia Ann.....	139	24 1872	Schr. Fairy.....	5
9 1857	Schr. Gipsy.....	149	25 1873	Schr. Champion.....	33
10 1857	Schr. Fairy.....	16	26 1873	Schr. Carrier.....	10
11 1857	Schr. Dudley.....	36	27 1875	Schr. Rose Bud.....	12
12 1858	Schr. Velocity.....	107	28 1875	Schr. Lilly.....	44
13 1859	Schr. Matchless.....	159	29 1875	Schr. Emma L. Low.....	49
14 1859	Schr. Independent.....	9	30 1875	Sloop Nellie Pinder.....	6
15 1865	Schr. Sea Gull.....	40	31 1876	Schr. Centennial.....	18
16 1868	Schr. Hero.....	20			

\* Built by Mr. John Bartlum, on the north side of Whitehead street, near Caroline street. She was 32 feet in the keel.

† The largest vessel ever built in Florida; also by Mr. Bartlum.

## VESSELS BUILT IN MONROE COUNTY FOR KEY WEST OWNERS.

YEAR.		TONS.	YEAR.		TONS.
1 1810	Schr. Lavina, (Key Vaccas).	13	4 1873	Sloop Euphemia, Ind'n Key	12
2 1841	Schr. Jane Ann, " "	9	5 1874	Schr. Clyde, " "	14
3 1872	Schr. Emma, Indian Key...	12	6 1875	Schr. Race, " "	23

## NOTE I, PAGE 24.

## SALT MANUFACTURE.

Mr. E. C. Howe has kindly furnished the following statement of the product of the Salt Pond since 1845:

	BUSHEL.		BUSHEL.
1845.....	2,000	1854.....	43,000
1846—Hurricane destroyed it.	—	1855.....	75,000
1847.....	40,000	1856.....	70,000
1848.....	35,000	1857.....	70,000
1849.....	40,000	1858.....	65,050
1850.....	35,000	1859.....	60,000
1851.....	38,000	1860.....	65,000
1852.....	48,000	1861.....	30,000
1853.....	42,000		

From 1862 to 1868, on account of the war, nothing was done, and from 1868 to 1871, while settling up the estate of W. C. Dennis, only a few bushels were made by the men.

1871.....	15,000	1874.....	20,000
1872.....	25,000	1875.....	25,000
1873.....	30,000	1876.....	28,000

By the recent hurricane of October 19th and 20th, 1876, about 15,000 bushels of salt were washed away and considerable injury done to the works.

## NOTE J, PAGE 30.

LIST OF POSTMASTERS at Key West, Monroe County, Florida, with the dates of their appointments:

Office established.....	Feb. 18, 1829	Royal L. Hicks .....	June 2, 1849
Henry S. Waterhouse.....	Feb. 18, 1829	Joseph C. Whalton.....	Mar. 11, 1853
Alexander Patterson.....	Apr. 11, 1833	Henry Albury.....	May 7, 1861
Alden A. M. Jackson.....	Apr. 12 1826	George Phillips, by the Pres't.	Oct. 14, 1865
L. Windsor Smith .....	Mar. 29, 1839	The office became Presidential	Oct. 14, 1865
Walter C. Maloney.....	Aug. 1, 1844	Eldridge L. Ware.....	Apr. 16, 1866
Joseph C. Whalton.....	Aug. 2, 1845	who is the present incumbent.	

## NOTE K, PAGE 31.

[From the *Key West Gazette*, March 21, 1831.]

AT A MEETING of the Town Council of Key West, on Monday evening, March 7th, 1831,

On motion of Mr. W. A. Whitehead, it was Resolved, That the President of

the Town Council be requested to call a public meeting of the citizens of Key West, for the purpose of adopting measures for obtaining the settlement of a clergyman on the island and the establishment of a school.

In pursuance of this resolution a public meeting of the citizens was held at the Council Room on the evening of Tuesday, March 9th.

The Hon. James Webb was called to the chair and W. A. Whitehead appointed Secretary.

David C. Pinkham, Esq., offered the following resolutions for the consideration of the meeting:

*Resolved*, That a Committee of six persons be appointed to ascertain, as far as practicable, the amount which can be raised by subscription for the support of a minister of the Gospel, and also what number of children would become scholars upon the establishment of a school.

*Resolved Further*, That the said Committee be requested to draft a suitable communication to the Bishop of the Episcopal Church of the State of New York, setting forth the object of this meeting, and requesting him to procure and send a person for the purpose here proposed, and that the said Committee make a report on Saturday evening, 12th inst.

Messrs. Chandler, Pinkham and Stoddard severally addressed the meeting, when upon putting the question as to the passing of the resolutions, it was carried in the affirmative.

On motion it was

*Resolved*, That Hon. James Webb, Judge of the Superior Court for the Southern Judicial District of Florida, Hon. David Coffin Pinkham, Judge of the County Court for Monroe County, Wm. A. Whitehead, Esq., Collector of the Customs of the Port of Key West, Col. L. M. Stone, U. S. Marshal for the Southern District of Florida, B. B. Strobel, M. D., Surgeon of the Military Post, and Henry S. Waterhouse, M. D., Postmaster of Key West, be the Committee for carrying into effect the objects contemplated.

The meeting was adjourned to Saturday evening, March 12th.

A public meeting of the citizens was held at the Council Rooms, on the evening of Saturday, March 12th, agreeable to adjournment.

Mr. Pinkham, from the Committee appointed at the previous meeting, reported that they had obtained the necessary information called for by the resolution then adopted, and laid before the meeting the draft of a letter to the Right Rev. Benjamin T. Onderdonk, Bishop of the State of New York, which was approved and accepted of.

On motion of Mr. J. Whitehead, it was

*Resolved*, That the Committee as it now is, be constituted a Standing Com-

mittee to receive subscriptions towards raising a sufficient fund for building a church upon the island.

The meeting then adjourned *sine die*.

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NOTE L. PAGE 45.

WILLIAM ADEE WHITEHEAD.

MR. WHITEHEAD came to the island in October, 1828, while yet in his minority, with the intention of acting as an assistant to his brother, one of the original proprietors, in his commercial pursuits. A survey of the island had been previously made, but on the proprietors proceeding to appropriate their several portions, in accordance with the division adverted to on page 26, it was found that the surveyor had been so negligent as to leave the island without furnishing them with any courses, distances or other data, whereby their respective properties could be found. Mr. Whitehead was therefore employed, notwithstanding his youth, to re-survey the island and lay out the town. This was done during the winter of 1828-9. It may here be stated, as deserving of record, that the streets, other than those bearing their own names, were designated by the proprietors in a way to perpetuate the names of relatives and personal friends. "Anderson," was so called after the name of the then Comptroller of the Treasury; "Eaton," after the Secretary of War; "White," after the Territorial Delegate in Congress; "Duval," after the Governor; "Grinnell," after the merchants of that name in New York; "Southard," after the Senator and Secretary of the Navy; "Caroline," "Margaret," "William," "Thomas" and "Emma," after brothers and sisters of John Whitehead; "Frances," after a daughter of Mr. Fleeming; "Ann," after Mr. Simonton's wife; "Elizabeth," after some relative of Mr. Greene; "Fitzpatrick," after Richard Fitzpatrick, a then resident; "Clinton place," after DeWitt Clinton of New York, and "Jackson Square," after the President. The little mangrove island, north of the harbor, was also named "Fleeming's Key."

In 1830, Mr. Whitehead was appointed Collector of the Customs, and entered upon his duties before he was of age, and during his residence here filled several other local offices. He resigned his office on July 1st, 1838, to engage in business in New York, was for several years in Wall street, and subsequently connected with the New York and Harlem and New Jersey Railroads. He is now treasurer of a financial institution at Newark, N. J., the place of his birth; his leisure hours being principally employed in illustrating the history of his native State, with whose Historical Society he has been associated since its organization, and in observing and recording meteorological phenomena for monthly reports to the Newark Daily Advertiser and Smithsonian Institution at Washington. His observations, which cover a period of over thirty years, embody much valuable information. Having always taken a warm interest in the cause of education, he has filled several important trusts in connection therewith, and is now President of the Board of Trustees of the State Normal

School, and Vice President of the State Board of Education. His historical memoranda, to which references are frequently made in the address, are principally embodied in a communication to a gentleman of St. Augustine, made early in 1836, a copy of which is in the office of the clerk of Monroe County, bound in one of the volumes of newspapers mentioned on page 45. Mr. Whitehead, when transmitting these papers to be deposited in the Clerk's office, gave some advice which is worthy of being followed: "I hope my former suggestions have been carried out in relation to the preservation of files of your newspapers in some one of the public offices. We are too apt to underrate the importance of the events of *to-day*, forgetful that their results constitute the history of *to-morrow*. Without the preservation of papers, your changing population will soon be at a loss for the connecting links between Key West of the present and the Key West of the future."

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NOTE M, PAGE 48.

RECORD OF DEATHS, 1875.

Asthma	1	Hydrophobia	1
Arachnitis	10	Hepatic Abscess	1
Brain Disease	6	Inward Mortification	1
Burns	1	Jaundice	1
Cancer	2	Leucæmia	1
Cholera Infantum	19	Metritis	2
Convulsions	3	Marasmus	10
Drowned	1	Old Age	4
Diarrhœa	4	Peritonitis	1
Dysentery	6	Pleuritis	1
Dropsy	12	Pneumonia	16
Enteritis	8	Phthisis Pulmonalis	39
Epilepsy	3	Stomatitis	1
Fever, { Congestive	1	Tabes Mesenterica	4
{ Bilious	4	Tetanus Neonatorum	22
{ Pernicious	9	" Traumaticus	5
{ Remittent	7	Volvulus	1
{ Typhoid	10	Variola	3
{ Yellow, (Typhus uterodes)	35	Worms	2
Gastritis	2	Wounds	3
Heart Disease	5	Asphyxia Hæmatorum	4
Hæmorrhage of Lungs	2	Still Born	4



## RECORD OF DEATHS, 1876, FIRST HALF YEAR.

Arachnitis.....	11	Gastro Enteritis.....	3
Asphyxia Neonatorum.....	2	Heart Disease.....	4
Burns.....	3	Hepatic Abscess.....	1
Cancer.....	1	Hepatic Cirrhosis.....	2
Caries Vertebralis.....	1	Hydrophobia.....	1
Cholera Infantum.....	9	Laryngitis.....	3
Debility.....	6	Marasmus.....	4
Dentition.....	4	Old Age.....	2
Diphtheria.....	3	Peritonitis.....	3
Dysentery.....	1	Pistol shot wound.....	1
Dropsy.....	4	Paralysis.....	1
Encephalitis.....	1	Phthisis Pulmonalis.....	24
Enteritis.....	12	Pneumonia.....	6
Epilepsy.....	1	Scrofula.....	3
Enternatic Stomatitis.....	2	Scarlatina.....	1
Fevers { Bilious.....	1	Tabes Mesenterica.....	3
Pernicious.....	2	Tetanus Neonatorum.....	11
Remittent.....	2	Tetanus Traumaticus.....	1
Typhoid.....	5	Worms.....	1
			146

## REMARKS.

From birth to 2 years, (1st infancy).....	68
" " 2 to 7 " (2d infancy).....	10
" " 7 to 15 " (Childhood).....	8
" " 15 to 25 " (Youth).....	14
" " 25 to 50 " (Manhood).....	24
" " 50 to 70 " (Old age).....	12
More than 70 years, (Senility).....	10

146

(One arrived at 93 years).

## NOTE N, PAGE 49.

TABLE showing the prevalence of different winds at Key West, from observations made during four years. The observations were made in the morning and afternoon of each day as to the prevailing wind. The figures in the table represent the mean number of days that each wind prevailed in each month, and are the result of the addition of half days. Winds from points of the compass not represented in the table, are inserted in the columns to which they approximate the nearest.

MONTHS.	TRADES NE. TO SE.																TOTAL DAYS.	
	N.	VAR. N. TO NE.				VAR. SE. TO S.	S.	VAR. S. TO SW.		VAR. SW. TO W.		VAR. W. TO NW.		VAR. NW. TO N.		PERFECTLY CALM.		
		NE.	E.	SE.	VAR.			SW.	W.	NW.	N.	VAR. GENL.						
January .....	4	1	5	4	6	3	1	1	1			4				31		
February .....	5	1	5	4	4	2	1	1		1		1	3		1	28		
March .....	2	1	6	8	3	2	1	1	1	1						31		
April .....	2	1	4	3	7	1	1	1	2		1	2			1	30		
May .....	1		3	5	8	4	1	1	1				1	1		31		
June .....	1		4	4	5	2	4	4	3	1		1	3	2	1	31		
July .....			3	7	9	2	3	3	2		1	2	1	1	1	31		
August .....			4	5	8	1	3	3	2			1	1	1	1	31		
September .....	1		8	4	8	2	1	2			1	1	1	1		30		
October .....	4	1	10	3	5	1		1		1						30		
November .....	2	2	11	7	2	2							2	1	1	31		
December .....	5	1	9	4	2	2	1	1		1		1	3		1	30		
Year .....	27	7	72	58	67	24	5	16	4	17	3	6	5	29	7	12	6	365

## NOTE O, PAGES 49, 55.

METEOROLOGICAL TABLES, from observations of W. A. Whitehead, communicated to the "American Almanac," 1834-1839.

CONDENSED STATEMENT OF THE TEMPERATURE OF KEY WEST for the years named.

						MEAN OF	
						YEAR.	
		SUNRISE.	2 P. M.	10 P. M.			
1829	Greatest heat,	August 28,	82°	89°	84	}	*
	Least heat,	January 11,	51	56	59		
1830	Greatest heat,	July 11,	82	90	83	}	79.55
	Least heat,	December 22,	61	58	58		
1831	Greatest heat,	July —	85	87½	80	}	76.14
	Least heat,	January 18,	50	55	54		
1832	Greatest heat,	September 1,	8 A. M. 83	90	83	}	+77.64
	Least heat,	January 27,	8 A. M. 55½	59	57		
1834	Greatest heat,	August 24,	Max. 89		Min. 84	}	77.39
	Least heat,	November 27,	Max. 66		Min. 54½		
1835	Greatest heat,	July 1,	Max. 89½		Min. 79½	}	75.92
	Least heat,	February 8,	Max. 52		Min. 45		
1836	Greatest heat,	August 15,	Max. 89½		Min. 80	}	*
	Least heat,	January 29,	Max. 63½		Min. 44		
1837	Greatest heat,	July 30,	Max. 88		Min. 83	}	76.49
	Least heat,	January 4,	Max. 67		Min. 50		
1838	Greatest heat,	July, Aug., Sept.,	Max. 88		Min. 73	}	76.07
	Least heat,	December,	Max. 82		Min. 54		
Mean of seven years,							77.03

## NOTE P, PAGES 49, 55.

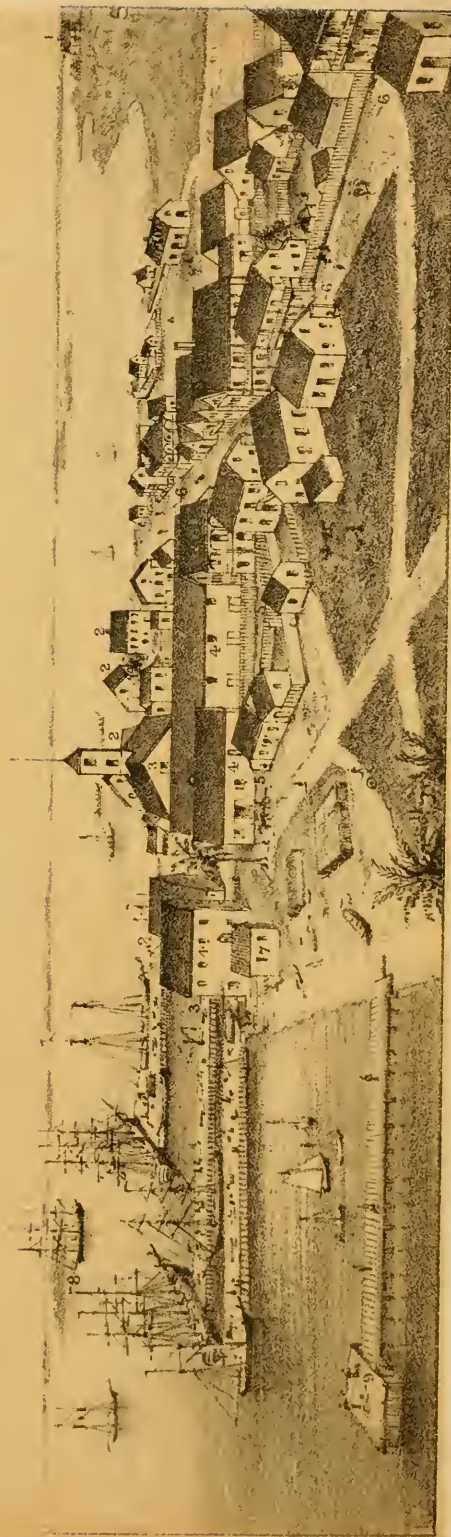
CONDENSED STATEMENT OF THE FALL OF RAIN in each month during several years.

MONTHS.	1832	1833	1834	1835	1836	1837	1838	MEAN.
January .....	—	2.20	0.32	2.40	2.35	1.83	0.05	1.52
February .....	—	1.50	None	None	1.18	0.93	0.05	0.61
March .....	—	0.50	1.97	0.05	1.45	0.75	0.00	0.79
April .....	—	0.85	1.75	1.15	0.60	2.42	0.02	1.13
May .....	—	3.35	11.46	3.61	6.95	5.35	0.82	5.26
June .....	—	1.90	0.10	3.15	4.40	1.68	4.86	2.68
July .....	—	4.30	2.70	3.26	1.10	1.65	1.15	2.36
August .....	—	3.10	3.46	5.93	0.70	7.50	3.05	3.96
September .....	—	4.45	3.80	5.90	3.25	5.80	3.47	4.44
October .....	4.70	1.02	8.85	0.42	1.65	6.05	0.40	3.30
November ..	1.75	2.08	1.67	1.43	0.52	3.05	5.75	2.32
December ..	0.30	2.30	0.01	2.78	0.25	1.65	0.87	1.18
Total .....	6.75	27.55	36.09	30.08	24.40	38.66	20.49	29.55

\* Observations not full.

† Partly estimated.





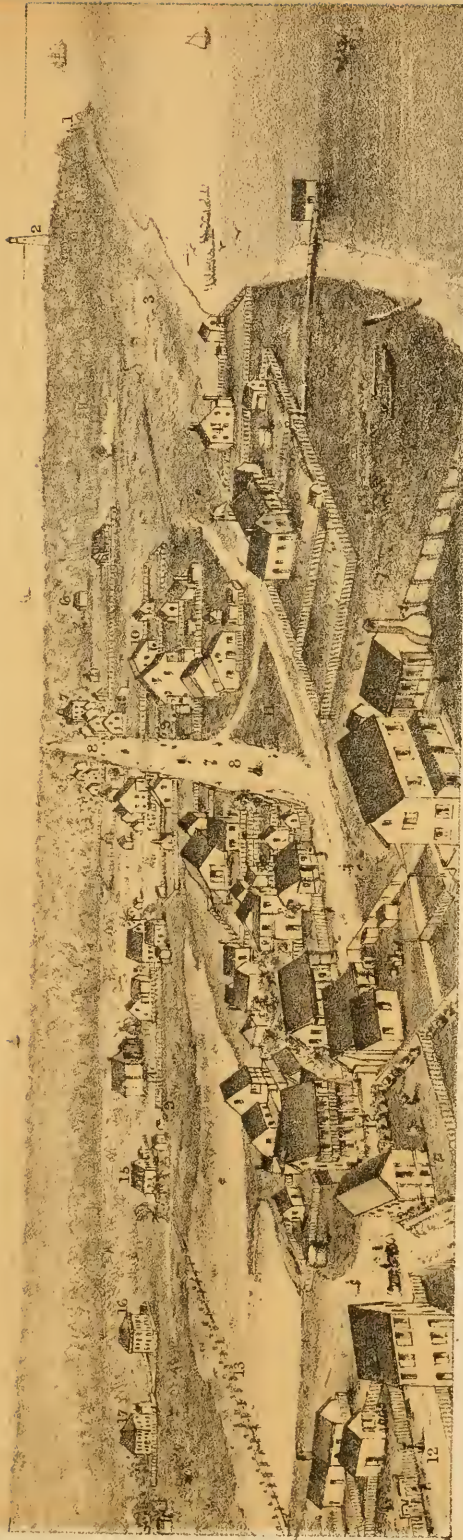
1. U. S. Military Cantonment. 2. Warehouse and Wharf of F. A. Browne. 3. Warehouse and Wharf of P. C. Greene. 4. Warehouse and Wharf of O. O'Hara. 5. Fire Engine House.  
 6. Front Street. 7. Fire Engine House.  
 8. Fleeming's Key and Naval Anchorage. 9. Turtle, Crab and Fish Market. 10. Blacksmith Shop. 11. Top of Cocoa Nut North of the Warehouse.

THE BUSINESS PART OF

**K E Y - W E S T .**

Looking North. Reduced from a pencil sketch by W. A. Whitehead Taken from the Cupola of the Warehouse of Messrs, A. C. Tilt & Co., June 1833.





1. Whitehead's Point.
2. Light-house.
3. Old Grave Yard.
4. Residence of F. A. Browne.
5. Custom House and Collector's Residence.
6. Jail.
7. Court House.
8. Whitehead Street.
9. Caroline Street.
10. Residence of A. Gordon.
11. Clinton Place.
12. Front Street.
13. Foot-bridge across Pond on the line of Duval Street.
14. House begun by Judge Webb, unfinished.
15. Residence of Judge Marvin.
16. Residences of P. J. Fontane and Patterson, (one behind the other.)
17. Residence of Mr. Weaver.

### KEY - WEST.

Looking South-East.      Reduced from a pencil sketch by W. A. Whitehead taken from the Cupola of the Warehouse of Messrs. A. C. Tift & Co., June 1838.





## METEOROLOGICAL RECORD FOR THE YEAR ENDING JUNE 30, 1876.—KEY WEST, FLORIDA.

MONTH OF RECORD.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Mean of barometer corrected.....	30.117	30.070	30.023	30.033	30.077	30.116	30.207	30.142	30.088	30.081	30.082	30.043
Maximum of barometer corrected.....	30.216	30.186	30.177	30.169	30.236	30.326	30.342	30.325	30.294	30.248	30.158	30.175
Minimum of barometer corrected.....	30.027	29.924	29.568	29.872	29.936	29.736	30.057	29.967	29.811	29.946	29.821	29.902
Monthly range of barometer corrected.....	.189	.262	.609	.297	.280	.500	.285	.358	.483	.302	.237	.273
Mean of barometer.....	.085	.094	.420	.102	.096	.153	.087	.110	.098	.098	.113	.083
Greatest daily range of barometer corrected.....	.056	.065	.082	.073	.064	.076	.066	.066	.074	.065	.062	.057
Mean of exposed thermometer.....	82.1	82.6	81.9	79.4	76.9	72.0	72.1	73.6	73.1	76.6	79.4	82.7
Maximum of exposed thermometer.....	92.1	90.5	93.2	91.2	87.0	84.0	83.0	84.8	85.7	87.6	91.0	92.2
Minimum of exposed thermometer.....	75.0	72.8	73.3	71.0	67.5	58.5	58.6	62.5	59.2	68.7	70.2	73.0
Monthly range of exposed thermometer.....	17.1	17.7	19.9	20.2	19.5	25.5	24.4	22.3	26.5	18.9	20.8	19.2
Greatest daily range of exposed thermometer.....	14.6	14.8	14.5	15.3	11.3	15.3	12.0	11.6	14.8	13.8	14.3	14.3
Mean on warmest day of exposed thermometer.....	85.3	84.7	82.7	82.8	79.4	77.0	74.9	77.1	77.4	79.9	83.7	83.9
Mean on coldest day of exposed thermometer.....	79.6	76.8	81.3	82.1	68.8	60.9	61.9	68.5	63.9	72.1	76.3	77.5
Mean of maximum of exposed thermometer.....	87.2	87.9	87.2	85.4	82.2	77.8	77.1	79.3	78.8	82.4	85.5	88.1
Mean of minimum of exposed thermometer.....	78.7	78.6	78.2	75.6	73.8	68.8	69.3	70.3	69.0	72.6	75.3	79.0
Mean daily range of exposed thermometer.....	8.5	9.3	9.0	9.4	7.2	8.7	7.8	8.9	10.1	9.1	9.9	9.1
Mean relative humidity.....	68.3	72.3	73.8	72.5	73.4	73.4	78.1	76.5	68.3	69.5	73.3	94.5
Maximum relative humidity.....	82	90	90	90	90	95	95	95	90	90	91	90
Minimum relative humidity.....	52	55	54	56	60	40	48	54	45	44	56	56
Prevailing wind.....	E.	E.	SE.	NE.	E.	E.	E.	E.	E.	SE.	E.	SE.
Number of miles traveled by wind.....	6,956	5,451	6,060	6,807	6,209	8,396	9,278	7,270	9,339	7,339	8,108	4,814
Mean daily velocity of wind.....	224	176	232	220	201	271	299	251	301	245	262	160
Mean hourly velocity of wind.....	9	7	10	9	8	11	12	10	13	10	11	7
Maximum hourly velocity of wind.....	24	27	48	27	24	32	28	36	34	24	48	24
Amount of rainfall, in inches.....	2.15	9.20	10.67	2.95	1.13	.66	.51	1.65	.42	.60	3.32	5.97
Amount of rainfall, greatest daily.....	.87	3.15	2.58	.72	.90	.35	.18	.59	.31	.42	1.03	1.62
Number of days on which rain fell.....	10	16	13	10	7	10	12	9	5	5	9	12

The above table gives in condensed form the summary of the year's record, containing the leading facts, and will be interesting as an authentic exhibit of the climate of Key West, showing that the mean temperature for the year was 77.7°. The total rainfall for the year was 39.33 inches. The lowest temperature known was 41°, Dec. 25, 1868, and the highest 95°, the latter occurring nearly every year.

KEY WEST, Fla., September 1st, 1876.  
LEE M. MELBOURNE.

1

27943  
L. M. C.  
1841-18  
75

## KEY WEST IN 1838.

THE subjoined views of the town, as it was in 1838, are reduced from two large peneil sketches by Mr. William A. Whitehead, which that gentlemen sent to the island in 1872, to be deposited in one of the public offices. It is understood that every building then standing is portrayed, excepting the warehouse, from which the sketches were taken, and their peculiarities of structure preserved.

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\*\* The following is a corrected list of the clergymen who have had charge of St. Paul's Protestant Episcopal Church : See page 33.

REV. S. K. BRUNOT,	-	-	-	1832 to 1833
REV. ALVAH BENNETT,	-	-	-	1834 to 1835
REV. ROBERT DYCE,	-	-	-	1836 to 1839
REV. A. E. FORD,	-	-	-	1839 to 1842
REV. J. H. HANSON,	-	-	-	1843 to 1845
REV. C. C. ADAMS,	-	-	-	1846 to 1855
REV. O. E. HERRICK,	.	-	-	1856 to 1870
REV. W. T. SAUNDERS,	-	-	-	1870 to 1871
REV. J. REUTHER,	-	-	-	1872 to 1874
REV. J. L. STEELE, D.D.,	-	-	-	1874 to —

## E R R A T A .

\*The distance between Author and Printer, very naturally occasioned some  
ographical errors which the reader will please correct.

Page 3, Line 18, for " work " read *mark*.

" 8, " 16, " "Joseph C." read *John*.

" 9, note, " "distinguished" read *distinguish*.

" 21, line 15, " "Browne" read *Bowne*.

" 23, " 14, " "1854" read 1864.

" 25, " 18, " "Arnan" read *Arnau*.

" 33, " 9, " "Gabriel" read *A. E.* (and see page 86).

" 33, " 19 and 22, dele quotation marks.

" 34, " 8, add *Mr Charles Tift has given a lot of land as a site for the  
Church.*

" 35, " 4, for "large" read *larger*.

" 37, " 29, " "two" read *three*.

" 37, " 30, after "Washington" insert *Tift*.

" 38, " 30, for "Grand" read *Good*.

" 39, " 25, " "1839" read 1837.

" 45, " 23, " "previons by" read *previously*.

" 52, " 24, " "give" read *gave*.

" 55, " 10, " "It is asked" read *Is it asked*.

" 58, " 6, " "terns" read *tenure*.

" 78, " 19, " "Mary" read *Maria*.

































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